





THIRTY-SECOND
ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Baltimore and Ohio Railroad Company.

2633

BALTIMORE:
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1858.



REPORT

OF THE

President and Directors.



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ANNUAL REPORT.

Office of the Baltimore and Ohio Railroad Company,

OCTOBER 1ST, 1858.

IN accordance with the Charter, the President and Directors present to the Stockholders of the Baltimore and Ohio Railroad Company the Thirty-second Annual Report.

IN view of the unprecedented financial crisis, through which the country has passed during the last fiscal year, the injudicious competition between the four great Atlantic lines, and consequent low rates of transportation for a considerable portion of the period, combined with deficient crops and an extraordinary depression in business generally, the accompanying Reports from the several Departments exhibit a gain from the year's work, that the Board trusts will give satisfaction to the Stockholders, and increase their confidence in the future profits and prosperity of the Company. Reliable grounds for such conviction are afforded, when under circumstances so adverse, such net results have been realized.

I.—OF THE MAIN STEM.

The liabilities and assets of the Company are exhibited in Statement A of the Treasurer, and Statement B presents the Revenue and Working Expenses.

It will be seen that the gross earnings of the Main Stem have been \$3,856,485 79, being a decrease of \$760,513 16, compared with the preceding year; but maintaining an increase over the fiscal year of 1855 of \$145,031 94.

The expenses of working the Main Stem, and of keeping the road and machinery in repair, have amounted to \$2,531,199 29, being 65.63 per cent. upon the gross earnings, an increase, compared with the previous year, of 5.84 per cent.

In connection with the decrease of revenue, reference is requested to the elaborate and interesting Report of the Master of Transportation. An analysis of the business of the Road shows, that, notwithstanding the transfer to the Northwestern Virginia Company, of so large a portion of the tonnage received and shipped by the Ohio River, heretofore passing over the entire line to Wheeling, thus reducing the revenue and profits of one hundred miles of the Main Stem, between Grafton and Wheeling; yet, whilst the local passenger and freight business also exhibit a reduced aggregate, the increase in the through merchandize, flour and stock trade, has been so marked as to more than compensate for all deficiencies, except of the coal trade.

Excluding the reduction in receipts from the change in tariff, and the falling off in the transportation of coal, the entire freight and passenger business of the Main Stem shows an increase of gross revenue of \$64,486 84.

The reduction in local traffic is readily explained by the light crops and unusual scarcity of money prevailing throughout the region traversed by the Road, checking pleasure travel, and decreasing the surplus of agricultural products for shipment eastward.

As the aggregate trade of the West with the seaboard cities has been greatly diminished, the large and satisfactory improvement in through business, must have resulted from the increased appreciation, among travelers and western merchants, of the great facilities, advantages and attractions of this route.

The quantity of coal transported for the fiscal year, terminating Oct. 1, 1857, was 530,116 tons, and the revenue

derived therefrom \$1,570,000. For the past year but 332,797 tons have been carried, and the receipts from this source have diminished to \$865,000. Since the reduction in the tariff, on 1st March last, of fifty cents per ton, 240,000 tons have been transported;—the difference on the freight of which has amounted to \$120,000.

In comparing the balance sheet of September 30th, with the financial condition of the Company, as presented at the corresponding date of 1857, it will be observed that the following payments have been made, viz:—

For Loan No. 1.....	\$5,820 00
For Increase of Sinking Funds, (including investment in Mortgage Iron Bond of 1858, \$113,333 33).....	253,529 72
For reduction of Floating Debt, being Bills Payable, previously issued, and maturing within the year,	
September 30, 1857.....	\$820,898 78
September 30, 1858.....	284,653 79
	<hr/> 536,244 99
Making	\$795,594 71
And the subjoined sums have been expended in the respective items of Capital, viz :	
Cost of Road (chiefly arching tunnels).....	\$303,735 00
Second Track.....	58,903 84
Rolling Power.....	22,575 55
Real Estate.....	3,512 10
	<hr/> 388,726 49
And exhibiting a total of.....	\$1,184,321 20

The Northwestern Virginia Road has continued to require constant and large expenditures, to place it in safe working condition, so that the additional advances to that Company, after crediting all the revenue received, have produced a balance, at this date, of \$1,473,795 74, making an increase of the debt of that Company, for the year, of \$371,111 75.

During the twelve months \$592,227 82 of the City Loan have been received, which embraced \$174,866 for expenditures in arching tunnels, and for double track, in August and September of the preceding fiscal year. Ten per cent.

of the gross amount, viz: \$59,222 78 was deposited with the Register of the city, to be invested for the Sinking Fund.

By resolution of the Board, the remaining Bonds of 1854, viz: \$83,668, not yet presented for payment, have been called in absolutely, and cease to bear interest after this date. The first Mortgage Loan for \$1,000,000, contracted for the valuable investment of Stock in the Washington Branch, will thus be liquidated in full, and the Mortgage Loan, maturing in 1867, hereafter ranks as the First Mortgage security upon the property of the Company.

The Dividends upon the Stock held by the Company in the Washington Branch, and Rent, received for the past year, have amounted to \$101,512 00.

Exhibit C of the Treasurer presents the Profit and Loss account, which, after charging discount on Bonds of City of Baltimore sold during the twelve months, \$46,405 31, interest and ground rents, \$814,400 89, and tax on passengers, paid to the State of Virginia, \$14,320 21, shows the gain, for the fiscal year, of \$618,064 68, being upwards of six per cent. on the Capital Stock. This account now exhibits a surplus of \$5,052,275 07.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F.

It will be seen by statement E, that the revenue for the fiscal year has amounted to \$469,422 92, showing an increase of \$14,963 08 over the previous year, and the expenses to \$202,453,64, being 43 $\frac{1}{8}$ per cent., leaving net \$266,969 28.

The increase of revenue is remarkable, during a period of such general depression, and was derived, viz., from Passengers, \$7,937 08 and Freight, \$7,026 00.

A semi-annual Dividend of 4 $\frac{1}{2}$ per cent. was declared in October, and the same in April last. A similar dividend for the past six months has been declared, payable on the 24th proximo.

The amount paid the State of Maryland, as Capitation Tax on Passengers, is \$68,415 02, being more than one-fourth of the net earnings.

III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

Statement G of the Treasurer shows the revenue of this Road for the fiscal year has amounted to \$248,004 06, and the working expenses to \$253,252 79, or 102 $\frac{12}{100}$ per cent.

This exhibit is accompanied by the remark, that “in consequence of the incomplete condition of this Road, arising chiefly from narrowness, of embankments vertical character of the cuts, etc., large sums that, from the difficulty of accurate adjustment, appear in the statement annexed, charged as Repairs, properly belong to Construction.”

This explanation is requisite to account for the extraordinary Working Expenses.

The Report of the Master of Road presents the outlays, required also by the unfinished condition of the Road, that have been directly charged to Construction. The amount is \$55,121 06, which has been expended in securing tunnels, additional railway track, depot accommodations, water and fuel stations, etc.

The excessive cost of working the Road, under the agreement of lease, causes the entire equipment and machinery to be furnished for the past year, by the Baltimore and Ohio Company without any interest or remuneration for the capital so invested.

Although these large outlays have been very onerous, the Board has deemed the pursuit of this liberal policy judicious, to prevent accidents and promote future economical working. As the condition of the Road and its accommodations for business have been much improved, it is expected that the expenditures necessary for the coming year will be materially less, and the financial result much more satisfactory.

GENERAL REMARKS.

The aggregate revenue of the Main Stem, Washington Branch, and Northwestern Virginia Road, amounts to \$4,-573,912 77, being a decrease from the preceding year of \$571,920 29.

Irrespective of the depressing circumstances surrounding the Company, the Board steadfastly pursued its policy of maintaining the Road and Machinery in the best and most effective condition.

The expenditures in these departments have consequently been large, viz :

For Repairs of Railway	\$829,143 02
“ “ Locomotives and Cars.....	621,028 60

The continued exemption of the Company from serious accidents, the great regularity of passenger and tonnage trains, and the improved and excellent state of the track and equipment, endorse the wisdom of their course.

For full and interesting particulars of the state of the Road and Machinery, the Board refer with much satisfaction to the Reports of the Masters of the respective departments.

During the year 8881 tons of rail have been used, relaying $92\frac{1}{2}$ miles of the Main Stem with new iron. This is the largest quantity ever placed in the track for the same period.

The number of locomotive engines and cars has been fully maintained. Among the charges to repairs have been the cost of one new coal-burning passenger engine, just completed, to replace engine No. 188, destroyed by explosion of the boiler in February last, and of rebuilding twenty-eight engines, and thirty-seven burthen cars. One hundred and sixteen engines have also been thoroughly repaired.

The Board have the gratification of announcing the most important event in the history of the Company since the opening of the Road to the Ohio river,—an event assuring

its increased success and permanent interests. *On the date of the presentation of this Report, the arching of every tunnel on the Main Stem of the Baltimore and Ohio Railroad will be completed.*

The great work upon the Welling, Board Tree, Littleton, Glover's Gap, Murray's, Maguire's, Rodemer's and Eaton's Tunnels has been finished. The expenditures on this account, during the year, have been \$288,760 92. The Master of Road, in describing the character of the work, states that "the arching of these tunnels has been done in the most substantial manner, the stone side-walls being of range rock-work, well laid in cement, and all the arches of hard brick also in cement, except 1162 lineal feet of iron in Kingwood Tunnel, above which is placed a reliable arch of stone masonry. Neither pains nor expense have been spared to cause this work to compare favorably with any similar structure in the world, and make it endure as long as the mountains themselves shall remain." Great energy, perseverance and ability have been exhibited in the rapid and successful prosecution of this service, and the Board tenders its cordial acknowledgments to Mr. JOHN L. WILSON and his assistants, under whose auspices it has been so satisfactorily accomplished.

Thus has been removed the last objection to the reliability of the route, for the rapid and regular transportation of freight, and the entire safety of passengers. All trains are now passing with entire regularity and perfect safety through every tunnel.

Improved economy in working and increased business will jointly flow from this result.

The long recognized and unequalled attractions in the scenery of the route, combined with its general advantages, facilities and safety, will doubtless command all American tourists, as well as a large portion of the business travel.

During the year, 3 miles and 4,503 feet of second track have been laid, at desirable points, costing \$58,903 84.

It is satisfactory to find the head of each department uniting in decided expressions of judgment, that the superior

condition of the Road and Machinery, the large equipment of every class of the latter, the additions of second track at necessary points, and the full operation of the double line of magnetic telegraph along the entire Road and branches, will ensure the prompt and economical transportation of a much larger business than ever heretofore realized, without further expenditures of capital.

Much attention has been paid to the introduction of coke and coal as fuel for the passenger engines, and special attention is requested to the Report of the Master of Machinery on this important subject. The results have proved highly satisfactory—the engines operating very economically and efficiently. Experiments with fuel, made with the same engine, running with mail and express trains, hauling in each case five cars, resulted as follows:—

With Wood, 7.8 cents, cost per mile run.						
“	Coke,	5.6	“	“	“	“
“	Coal,	3.6	“	“	“	“

Fourteen of the passenger machines are now consuming mineral fuel, and the Master of Machinery recommends the alteration of others, as soon as the large accumulation of wood on hand is sufficiently reduced to render it advisable.

The great economies to be thus effected must attract the attention of Managers of Railroads generally, and add largely to the consumption of Bituminous Coal.

Among the interesting facts presented in the Report of the Transportation Department, is the statement in reference to the shipments of flour—the aggregate of which proves to be 1,004,594 barrels—presenting the largest quantity of this article ever transported by the Company for any year, and an excess, on the Main Stem over the preceding year of 194,080 barrels.

The large reduction in the rate of transportation for coal on 1st March last, failed to prevent a continued great falling off in the trade. In the Annual Report of the late JOHN H. DONE, Esq., Master of Transportation, in October, 1854, he stated :

“The demands of the coal trade at the present time are very urgent ; almost every operator in the coal region is pressing for larger accommodations, and new and important mines are about commencing business, with the capacity to mine and send down large quantities of coal. I feel fully justified in stating that full employment could be found for at least fifty per cent. more machinery in that trade than is now, or can be, with the present equipment of the Road, appropriated to it. From these facts it will be seen that the advance in freights of fifty cents per ton from Cumberland, and fifty-six cents from Piedmont, made on the first of November, 1853, has not operated to check or limit the trade.”

The experience of the Company in 1857 indicated, until the commencement of the panic, a similar result.

The demand for Bituminous Coal evidently depends upon the prosperity of the country, and especially of the manufacturing interests. A general revival of business will doubtless largely increase the consumption, and restore the demand for this valuable fuel.

In accordance with the settled policy of the Company, the liberal reduction of Tariff was made, to assist this important and highly appreciated interest in maintaining its position during the general depression.

The relations of the Company with its connecting lines have continued of close and friendly character. The most reliable and largest contributor to the trade of the Road, and the City, among its Western connections, has been the Central Ohio Road, the improved management and condition of which have given increased satisfaction in the promptness and regularity of its transportation of freight and passengers.

The Marietta and Cincinnati Road was seriously damaged by freshets for some time, which disappointed that Company in the extent of its business. It has been recently improved, and is again operating successfully. With the completion of a Road—which may be anticipated during the coming year—extending from its present line to a point near Parkersburg, a large increase of traffic with that Company will unquestionably be realized. This improvement will also produce a most beneficial effect upon the business and revenue of the Northwestern Virginia Road.

The Board has firmly adhered to the conservative and valuable policy of maintaining the Sinking Funds.

The aggregate bonded debt of the Company is now.....\$10,668,645 05

And the aggregate of Sinking Funds is..... 937,284 13

as follows :

For Ground Rents on Camden Station.....	\$46,941 66
“ City Five Million Loan.....	619,675 81
“ Mortgage Debts.....	270,666 66
	<hr/>
	\$937,284 13

When the property now occupied by the Camden Station was purchased, a portion of it was subject to ground rents, the holders of which refused to sell. These rents amounted in the aggregate to \$6,060 34, representing a capital, at 6 per cent., of \$101,005 66, which, with the amount paid for the lots that were in fee, and for the leasehold interests, \$243,271 95, made the cost of the property equivalent to \$344,277 64 in fee.

To meet this, annuities of \$300 were created upon the Company's interest in the property, and sold to various parties, the understanding at the time being that a sinking fund should be provided for the purchase of the original rents, if they ever came into the market, or for the accumulation of the above-mentioned sum of \$101,005 66, the interest on which being thereafter appropriated to the payment of the \$6,060 34 of original rents, the security of the holders of the \$300 annuities would be equivalent virtually to what it would have been had the ground occupied by the Station, upon which the annuities are a charge, been in fee simple at the time of the purchase.

This sinking fund was accordingly established, and amounts at this time to \$46,941 66, arising from the annual appropriation of \$6,000, and re-investments of the interest thereon, which will cease when it reaches \$101,005 66.

The fund for redemption of the Million Loan has been merged in that for the mortgage debts generally, and its increment of interest has been duly invested. By specific

provision in the Ordinance and Act of Assembly, granting the City Loan, ten per cent. thereof was reserved from each payment. This reserve with its accumulations of interest, regularly reinvested in the City securities, will reach the whole amount of the Loan in the year 1894, if the average cost shall not exceed par.

On the 17th December, 1856, the Board adopted the following Resolution :

Resolved, That the sum of \$113,333 annually, beginning with the year 1857, be and the same is hereby appropriated and set apart as a Sinking Fund for the redemption of the Mortgage Debt of the Company, which said amount constitutes the Iron Bonds due at that date, and maturing respectively in 1858, '59 and '60, after which the said sum is to be reinvested annually in said Mortgage Debt. All interest that may, from time to time, accrue thereon shall be invested in any of the debt aforesaid, when it can be obtained at or below par.*

If this important addition to Sinking Funds, being about one per cent. annually upon the capital, temporarily withheld from the Shareholders, be maintained, with its accumulations of interest, it will absorb the entire mortgage debts of the Company in the year 1879, if the average cost of the bonds shall be par, or in the year 1877, if the average cost shall be 90 per cent.

By this mode of capitalizing the debts, the Company will be relieved of the risk of expensive renewals of the several loans at their respective maturities, and the Stockholders, the State and the City may receive their increased dividends in Stock, either at the expiration of the term named, when their Capital Stock will have been actually doubled, or at stated periods as may be deemed most expedient.

The unexpected requirements of the Northwestern Virginia Road alone produced the large Floating Debt of the Company, which, in the early part of the past year, exceeded one million dollars. The Board has deemed it the soundest policy to defer dividends until relieved from its entire Floating Debt. The amount, being now reduced to \$284,653 79, will be liquidated at an early period.

It is a source of gratification to the Board to announce its

decided conviction, that with economical and judicious management, the payment of cash dividends will be resumed in April next, and to express their entire confidence in the capacity of the Company to maintain from its earnings the payment of regular semi-annual dividends from that date.

By order of the Board,

CHAUNCY BROOKS,

President.

Treasurer's
ANNUAL STATEMENTS.

A.

STATEMENT OF THE LIABILITIES AND ASSETS

Of the BALTIMORE AND OHIO RAILROAD COMPANY, on the 30th September, 1858.

LIABILITIES.		
Stock held by individuals.....	\$5,425,900 00	
“ “ City of Wheeling.....	500,000 00	\$5,925,900 00
“ “ City of Baltimore.....	3,500,000 00	
“ “ State of Maryland.....	685,600 00	4,185,600 00
Scrip not funded.....		7,402 00
Preferred Stock, (State 5 per cent. Sterling Bonds,).....		3,000,000 00
Loan redeemable in the year 1854, not yet presented for paym't (By resolution of the Board this Loan has been called in and ceases to bear interest after this date.).....		83,668 00
Loan redeemable in the year 1867, interest payable quarterly.....		1,000,000 00
Bonds given for Iron.....		453,333 32
Loan redeemable 1875, with coupons, interest semi-annually, in January and July.....		1,128,500 00
“ “ 1880, “ “ “ “ “ “.....		700,000 00
“ “ 1885, with coupons, interest payable semi an- nually in April and October.....		2,500,000 00
City Loan—Amount received.....		4,886,811 73
Open accounts.....		44 161 62
Washington Branch Road.....		147,855 73
Bills payable.....		284,653 79
Profit and Loss.....		5,052,275 07
		<hr/> \$29,400,161 26
ASSETS.		
Cost of Road.....	18,470,944 93	
Second Track.....	1,548,340 96	
Rolling Power.....	3,538,360 03	
Real Estate.....	1,244,999 29	
		24,802,645 21
Bonds of Central Ohio Railroad Company.....		400,000 00
Central Ohio Railroad Company.....		44,138 77
Western Telegraph Company.....		2,191 27
Stock of the Pittsburg and Connellsville Railroad Company..		35,000 00
Bonds of the City of Baltimore.....		13,955 50
North-Western Virginia Railroad Company.....	996,813 32	
Bills Receivable for Notes of North-Western Virginia Railroad Company for Loan, &c.....	476,982 42	
		1,473,795 74
Wellersburg and West Newton Plank Road Company.....		6,050 00
Stock of the Washington Branch Road.....		1,016,800 00
Sinking Fund—For the redemption of the Five Million Loan “ “ “ “ of the Mortgage Debts..	619,675 81	
“ “ “ “ of G. Rents on CamdnStn	270,666 66	
	46,941 66	
		937,284 13
Bills Receivable.....		10,623 73
Cash in the hands of Officers for disbursement.....		13,245 73
Outstanding Dues.....		27,715 71
Uncollected Revenue.....		304,752 94
Machinery Department.....		173,596 70
Road Department.....		62,173 73
Marietta and Cincinnati Railroad Company.....		4,006 69
Treasurer—Balance in Treasury after payment of \$73,302 18 for interest on City Loan, and \$91,255 02 on the Mortgage Bonds of the Company, which matures on the 1st proximo..		72,185 41
		<hr/> \$29,400,161 26

*Treasurer's Office, Baltimore and Ohio Railroad Company, }
October 1st, 1858. }*

J. I. ATKINSON, Treasurer

B.

STATEMENT OF THE REVENUE AND WORKING EXPENSES

*Of the BALTIMORE AND OHIO RAILROAD COMPANY, for the fiscal year ending on the
30th September, 1858.*

Revenue.....		\$3,856,485 79
WORKING EXPENSES.		
General Expenses.....	\$34,685 45	
Losses by Accidents, &c.....	21,357 89	
Expenses of Transportation	788,047 22	
Repairs of Railway	829,143 02	
Repairs of Water Stations	11,677 90	
Repairs of Depots	43,061 93	
Repairs of Bridges.....	24,991 29	
Repairs of Telegraph	3,413 87	
Repairs of Stationary Machinery.....	38,310 84	
Watching Cuts.....	32,873 30	
Watching Tunnels	2,293 35	
Watching Bridges.....	7,441 30	
Pumping Water	10,357 18	
Repairs of Locomotives.....	372,849 92	
Repairs of Dump Cars	1,877 18	
Repairs of Passenger Cars	52,213 06	
Repairs of Burden Cars.....	194,088 44	
Cleaning Engines and Cars	59,662 76	
Contingent Expenses of Machinery Dep't.....	2,850 60	
Repairs of Snow Plows.....	2 79	
		2,531,199 29
Excess of Revenue over Working Expenses		\$1,325,286 50

Working Expenses $65\frac{63}{100}$ per cent.

*Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1858. }*

J. I. ATKINSON, *Treasurer.*

TREASURER'S STATEMENTS.

L. I. ATKINSON, Treasurer.

1858. Septemb'r 30,	To Discount on Bonds of City of Baltimore.....	\$46,405 31		By Balance to credit of this account.....	\$4,434,210 39
" "	" Interest	788,861 63		" Dividend of 4½ per cent. for the six months ending 30th September, 1857, upon 10,168 shares of Wash- ington Branch Stock, owned by Main Stem.....	45,756 00
" "	" Ground Rents.....	25,539 26		" Dividend of 4½ per cent. for the six months ending 31st March, 1858, upon the same.....	45,756 00
" "	" Virginia State Tax on Passengers.....	14,320 21		" Amount received of W. H. Malone.....	2 50
" "	" Balance	5,052,275 07		" Increment from Five Million Loan Sinking Fund, being the amount gained during twelve months ending this day.....	49,473 65
				" Increment from the Sinking Fund to redeem the Mortgage debts during twelve months ending this day.....	5,600 00
				" Increment from the Ground Rent Sinking Fund during twelve months ending this day.....	5,500 00
				" Twelve months' rent from Washington Branch Road to date.....	10,000 00
				" Revenue for twelve months.....	1,325,286 50
				" Less expenses.....	5,816 44
				" House rent received during twelve months ending this day	\$5,927,401 48
			\$5,927,401 48		
1858. October 1..				By Balance brought down.....	\$5,052,275 07
				Deduct Balance October 1st, 1857, as above.....	4,434,210 39
				Increase for the fiscal year.....	\$618,064 68

D.

STATEMENT OF THE LIABILITIES AND ASSETS

Of the WASHINGTON BRANCH ROAD, on the 30th September, 1858.

LIABILITIES	
Stock	\$1,650,000 00
Annuity	25,000 00
Due other Roads for Through Tickets.....	5,795 33
Due Annapolis and Elk Ridge R. R. Company for Charges.....	610 46
Profit and Loss.....	143,400 56
	<hr/>
	\$1,824,806 35
ASSETS.	
Road from Washington Junction to Washington City, with Real Estate and Equipments	\$1,650,000 00
Uncollected Revenue.....	26,950 62
Amount due by Balto. and Ohio R. R. Company.....	147,855 73
	<hr/>
	\$1,824,806 35

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1858.

J. I. ATKINSON, Treasurer.

E.

STATEMENT OF REVENUE AND EXPENSES

Of the WASHINGTON BRANCH ROAD, for the fiscal year ending 30th September, 1858.

REVENUE		\$469,422 92
WORKING EXPENSES :		
Expenses of Transportation.....	\$98,319 92	
General Expenses.....	11,561 81	
Cleaning Engines and Cars.....	6,722 30	
Contingent Expenses—Machinery Department.....	1,321 40	
Pumping Water.....	801 95	
Losses by Accidents.....	206 68	
Repairs of Railway.....	40,821 50	
“ “ Bridges.....	256 62	
“ “ Depots.....	1,127 88	
“ “ Water Stations.....	318 93	
“ “ Locomotives	12,920 82	
“ “ Passenger Cars.....	17,803 12	
“ “ Burden Cars	10,252 91	
“ “ Dump Cars.....	17 80	
		<hr/>
		202,453 64
Excess of Revenue over Working Expenses.....		<hr/>
		\$266,969 28

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1858.

J. I. ATKINSON, Treasurer.

F.

Dr. *Washington Branch Road Profit and Loss Account for the fiscal year ending 30th September, 1858.* Cr.

1857. November 14.	To Dividend of $4\frac{1}{2}$ per cent. for the half year ending September 30, 1857.....	\$74,250 00	1857. October 1.....	By Balance to credit of this account.....	\$149,372 35
1858. May 18.....	“ Dividend of $4\frac{1}{2}$ per cent. for the half year ending March 31, 1858.....	74,250 00	1858. September 30.	By Revenue \$469,422 92	
September 30.	“ Passenger Cars.....	4,972 70	“	“ Less Expenses 202,453 64	266,969 28
“	“ Burden Cars.....	28,324 62	/		
“	“ Locomotive Steam Power.....	21,440 00			
“	“ Real Estate.....	800 00			
“	“ State Tax.....	68,415 02			
“	“ Ground Rents	78 86			
“	“ Interest.....	409 87	/		
“	“ Balance carried down	143,400 56			
		\$416,341 63	1858. October 1.....	By Balance brought down.....	\$416,341 63
					\$143,400 56

Treasurer's Office, Baltimore and Ohio Railroad Company, }
October 1st, 1858.

J. I. ATKINSON, *Treasurer.*

G.

STATEMENT OF THE REVENUE AND WORKING EXPENSES*

Of the NORTHWESTERN VIRGINIA RAILROAD, for the fiscal year ending September 30, 1858.

REVENUE.....		\$248,004 06
WORKING EXPENSES.		
General Expenses.....	\$2,314 08	
Losses by Accidents.....	2,911 75	
Expenses of Transportation.....	82,185 16	
Repairs of Railway.....	81,017 04	
" " Water Stations.....	1,959 31	
" " Depots.....	391 20	
" " Bridges.....	170 87	
" " Stationary Machinery.....	3,889 57	
Watching Cuts.....	11,166 80	
" Tunnels.....	7,738 85	
" Bridges.....	331 50	
Pumping Water.....	3,129 90	
Repairs of Locomotives.....	34,601 05	
" " Passenger Cars.....	3,102 50	
" " Burden Cars.....	8,506 34	
Cleaning Engines and Cars.....	7,799 80	
Contingent Expenses of Machinery Department.....	1,052 34	
Repairs of Telegraph.....	395 57	
" " Dump Cars.....	589 16	
		253,252 79
Excess of Working Expenses over Revenue.....		\$5,248 73

Working Expenses $102\frac{12}{100}$ per cent.

*In consequence of the incomplete condition of this Road, arising chiefly from narrowness of embankments, vertical character of the cuts, &c., large sums, that from the difficulty of accurate adjustment, appear in the statement annexed charged as Repairs, properly belong to Construction.

Treasurer's Office, Baltimore and Ohio Railroad Co.,
1st October, 1858. }

J. I. ATKINSON, *Treasurer.*

REPORT
OF THE
Master of Transportation.

Transportation Department's Report.

General Transportation Office,

BALTIMORE AND OHIO RAILROAD,

OCTOBER 1st, 1858.

CHAUNCY BROOKS, Esq.

President of the Baltimore & Ohio Railroad Company:

SIR:

In the preparation of the report of the operations of this Department for the past year, I propose to follow the general plan of the late preceding years, so far at least as the altered circumstances of the case will permit. The peculiar results presented by our last year's business, might justify a much fuller and more elaborate analysis and explanation than time will permit us now to undertake.

The financial revulsion of September, 1857, occurred about the close of the late fiscal year, and its effects are still upon us. The operations of this road, like most similar enterprises, have been largely affected thereby throughout the year; but, in view of all things, the consequences do not prove as serious as was feared and expected.

OF THE REVENUES.

The entire revenues of the Company, derived from its triple lines of Main Stem, Washington Branch, and Northwestern Virginia Road, are fully stated for each month in detail, and in the aggregate, in the following tables; which also embrace a summary and a full comparison with the results of the previous fiscal year:

A.

STATEMENT OF REVENUE

Earned on the Main Stem of the Baltimore and Ohio Railroad, from the 1st October, 1857, to 30th September, 1858, inclusive, viz:

Months.	Revenue from Passengers.	Revenue from Tonnage.	Totals from Passen- gers and Tonnage.
October.....1857.....	\$73,912 64	\$258,257 03	\$332,169 67
November... "	56,866 90	249,767 28	306,634 18
December... "	48,998 51	271,610 32	320,608 83
January.....1858.....	42,612 20	218,784 92	261,397 12
February.... "	38,350 53	189,042 87	227,393 40
March..... "	54,591 05	314,326 12	368,917 17
April..... "	63,483 14	348,063 45	411,546 59
May..... "	54,997 71	274,941 06	329,938 77
June..... "	55,527 86	286,142 66	341,670 52
July..... "	58,507 41	245,194 03	303,701 44
August..... "	63,654 08	251,404 84	315,058 92
September... "	70,376 07	267,073 11	337,449 18
Totals.....	\$681,878 10	\$3,174,607 69	\$3,856,485 79

B.

STATEMENT OF REVENUE

Earned on the Washington Branch of the Baltimore and Ohio Railroad, from the 1st October, 1857, to 30th September, 1858, inclusive, viz:

Months.	Revenue from Passengers.	Revenue from Tonnage.	Totals from Passen- gers and Tonnage.
October.....1857.....	\$30,177 47	\$11,482 61	\$41,660 08
November... "	23,440 25	10,470 34	33,910 59
December... "	26,739 14	10,864 70	37,603 84
January.....1858.....	27,007 40	10,073 82	37,081 22
February.... "	24,093 79	9,302 67	33,396 46
March..... "	30,692 31	11,923 22	42,615 53
April..... "	29,219 16	9,440 13	38,659 29
May..... "	31,888 71	10,623 27	42,511 98
June..... "	27,193 61	10,896 70	38,090 31
July..... "	29,568 56	8,653 93	38,222 49
August..... "	31,622 67	9,290 49	40,913 16
September... "	33,724 31	11,033 66	44,757 97
Totals.....	\$345,367 38	\$124,055 54	\$469,422 92

C.

STATEMENT OF REVENUE

Earned on the Northwestern Virginia Railroad, from the 1st October, 1857, to the 30th September, 1858, inclusive, viz:

Months.	Revenue from Passengers.	Revenue from Tonnage.	Totals from Passen- gers and Tonnage.
October.....1857.....	\$5,192 29	\$13,418 77	\$18,611 06
November... “	4,683 47	16,215 14	20,898 61
December.... “	3,737 78	17,308 57	21,046 35
January .....1858.....	2,663 30	16,372 09	19,035 39
February.... “	2,207 07	14,038 56	16,245 63
March..... “	3,373 40	24,350 13	27,723 53
April..... “	4,218 00	29,134 57	33,352 57
May..... “	2,489 54	22,829 78	25,319 32
June..... “	2,963 63	18,005 54	20,969 17
July..... “	2,594 75	14,085 97	16,680 72
August..... “	3,016 85	11,522 43	14,539 28
September... “	3,890 22	9,692 21	13,582 43
Totals.....	\$41,030 30	\$206,973 76	\$248,004 06

D.

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1858,
Compared *with the Revenue for the fiscal year, ending*
30th September, 1857, viz:

MAIN STEM PROPER.

	Passengers.	Tonnage.	Total.
For 1858.....	\$681,878 10	\$3,174,607 69	\$3,856,485 79
“ 1857.....	732,262 49	3,884,736 46	4,616,998 95
Decrease.....	\$50,384 39	\$710,128 77	\$760,513 16

NORTHWESTERN VIRGINIA ROAD, (*compared for three months.*)

	Passengers.	Tonnage.	Total.
July, Aug. & Sep. 1858	\$9,501 82	\$35,300 61	\$44,802 43
“ “ “ 1857	16,117 58	58,256 69	74,374 27
Decrease.....	\$6,615 76	\$22,956 08	\$29,571 84

WASHINGTON BRANCH.

	Passengers.	Tonnage.	Total.
For 1858.....	\$345,367 38	\$124,055 54	\$469,422 92
“ 1857.....	337,430 30	117,029 54	454,459 84
Increase.....	\$7,937 08	\$7,026 00	\$14,963 08

MAIN STEM AND NORTHWESTERN VIRGINIA ROAD.

	Passengers.	Tonnage.	Total.
For 1858.....	\$722,908 40	\$3,381,581 45	\$4,104,489 85
“ 1857.....	748,380 07	3,942,993 15	4,691,373 22
Decrease.....	\$25,471 67	\$561,411 70	\$586,883 37

MAIN STEM, NORTHWESTERN VA. AND WASHINGTON BRANCHES.

	Passengers.	Tonnage.	Totals.
1857.			
Main Stem.....	\$732,262 49	\$3,884,736 46	\$4,616,998 95
N. W. Va. R. R.....	16,117 58	58,256 69	74,374 27
Washington Branch...	337,430 30	117,029 54	454,459 84
	\$1,085,810 37	\$4,060,022 69	\$5,145,833 06
1858.			
Main Stem.....	\$681,878 10	\$3,174,607 69	\$3,856,485 79
N. W. Va. R. R.....	41,030 30	206,973 76	248,004 06
Washington Branch...	345,367 38	124,055 54	469,422 92
Totals for 1858...	\$1,068,275 78	\$3,505,636 99	\$4,573,912 77
“ 1857...	1,085,810 37	4,060,022 69	5,145,833 06
Decrease.....	\$17,534 59	\$554,385 70	\$571,920 29

An examination of these figures proves that there has been a falling off in the revenue of the Main Stem proper, of \$760,513 16. In 1857, it will be remembered, our ac-

counts exhibited only the returns for the last three months of the year, from the Northwestern Virginia Road, then recently opened. Counting the entire fiscal year just closed, we have a revenue of \$248,004 06 from that road ; which, added to the revenue of the Main Stem proper, reduces the falling off of the two roads to \$586,883 37. There has been an increase of \$14,963 08 on the Washington Branch, which, subtracted from the decrease on the other portions of the road, shows the nett falling off in the Company's revenues for the entire road to have been \$571,920 29.

The circumstances attendant upon these results, will be explained in this Report, under the appropriate heads.

OPERATIONS OF THE MAIN STEM.

THE PASSENGER TRANSPORTATION.

The general features of the Passenger business are encouraging, the falling off in this being but \$50,384 39, or 7.38 per cent. on the Main Stem proper, and representing but 7.09 per cent. of the decrease of the revenue from Tonnage, the Passenger returns being \$681,878 10 for the year just closed, to \$732,262 49 for 1857. Adding the revenue from Passengers on the Northwestern Virginia Road, which was \$41,030 30, the aggregate Passenger returns for the joint line would be \$722,908 40, which is a decrease of \$9,354 09 from the total of 1857, when the Northwestern Virginia Road had been accounted for but three months in this Company's hands.

The proportion of the revenue from Passengers, on the Main Stem proper, to its entire revenue, is 17.68 per cent., or about two per cent. greater than for 1857, while the pro-

portion from tonnage is of course 82.32 per cent. The passenger returns for 1858, however, show an increase of \$8,878 54 over those of 1856.

The full and clearly arranged tables prepared by the General Ticket Agent, (and lettered E., F., G., in the Appendix,) exhibit a very marked result in regard to the travel on the Company's lines. It will be noticed, that, while the through passenger business has nearly held its own, the way travel has largely decreased. Instead of 317,171 way passengers for 1857, we have had but 261,383 for 1858; and for 17,577,618 miles traveled by way passengers in 1857, we have but 12,516,013 miles from this source, in 1858. This falling off, representing 14.43 per cent., produced nearly a corresponding reduction in the revenue; which reduction has only been in a partial degree counteracted by the larger proportions derived by the Company from its through tickets for the greater part of the past year, resulting from the general advance of through fares by the east and west lines, at the Conventions of October, 1857. Much the largest share of the decrease in the number of the way passengers, has evidently been of a temporary character; the times having been somewhat unfavorable to pleasure travel, the falling off has been mostly in excursionists. This result shows too, that while the way business has suffered from the stringency of the times, the increasing attractiveness of the route has secured an enlarged ratio of the great through travel between the east and west.

Under the action of the Investigating Committee of the Board, in March last, the returns from the transfer of passengers and freight at Benwood and Bellaire, and the charge against the Company for its proportion thereof, have since that time been kept distinctly, and put into the accounts of this department, instead of the Revenue account as previous-

ly. We present below the return of passengers transferred there during the year, by which it appears that the number has been 34,349, of whom 27,877 held through tickets, and the remainder were local travelers. Of these 16,441 were delivered to, and 11,436 were received from, the Central Ohio Road.

A Statement of No. of Passengers transferred at Benwood and Bellaire, between the Baltimore and Ohio and the Central Ohio Roads, from Oct. 1st, 1857, to Oct. 1st, 1858.

Month.	Through.	Way.	Total.
October.....1857.....	.....	.....	3,497
November..... “ .....	.....	.....	2,574
December..... “ .....	.....	.....	2,452
January.....1858.....	.....	.....	2,012
February..... “ .....	.....	.....	2,365
March..... “	2,490	425	2,915
April..... “	3,002	402	3,403
May..... “	2,688	288	2,086
June..... “	2,159	251	2,410
July..... “	2,633	333	2,966
August..... “	2,683	320	3,003
September.... “	2,302	454	3,766
	18,956	2,493	34,349

The lessons of the past year have had a salutary effect upon the Railroad Companies generally, with reference to their passenger traffic. The unprofitableness of running a large number of trains, chiefly for the sake of competition, has been fully realized. The public necessities have really not required the number of through trains which the great roads have heretofore been obliged to run, to maintain their proper share of business under excessive competition; and hereafter, (by a late agreement at Niagara,) for the winter months at least, not more than two trains per day, in each direction, will be run by either of the four great lines, or their western connections.

In the mean time, it is not proposed to overlook the importance of this source of the Company's revenue; which,

under the present nearly perfect condition of the road and machinery, ought to be more successfully and profitably accommodated than ever. To these circumstances, as well as others, is largely due the singular immunity from accident, which is rapidly gaining for the line a high character for safety and comfort. Added to this is the deep satisfaction derived from the actual completion of the great work of arching all of the Tunnels on the line, between Baltimore and Wheeling. In view of the unpleasant and costly experience with several of these Tunnels, in their incomplete state during the past six years, (since the opening of the road west of Cumberland,) their safe and permanent arching—now finished—is a fact of extraordinary importance in the history of the road, and well calculated to strengthen the general confidence in its future successful and economical working.

TRANSPORTATION OF TONNAGE.

By reference to revenue table A, already given, the tonnage revenue upon the main stem proper has been \$3,174,607 69. It having been \$3,884,736 46 in 1857, there is a decrease shown amounting to \$710,128 77. Adding the revenue of the N. W. Va. road from tonnage, of \$206,973 76, the aggregate will be \$3,381,581 45. Last year the same aggregate was \$3,942,993 15, which shows a nett decrease in the revenue from tonnage upon the Main Stem and Northwestern Virginia road, of \$561,411 70. The revenue of the Washington Branch from tonnage was \$124,055 54, being \$7,026 more than the previous year.

The decrease in the tonnage revenue of the Main Stem proper, has been 18.279 per cent. upon the revenue from tonnage for the year 1857, and 15.380 per cent. upon the whole revenue of the same year. In considering this decrease, it should not be overlooked that a considerable share

of it is attributable to the diversion of our established river trade from Wheeling to Parkersburg, on which the Northwestern Virginia Road has received its proportion of the revenue.

General Tonnage and Mileage.

The number of tons transported upon the Main Stem proper, and paying freight to the Company, during the past year, by tonnage trains of all kinds, was 800,589 tons, being 94,812 tons less than for the previous year. The falling off in the number of tons hauled has been altogether owing to the reduced coal* trade of the past year, which alone much more than represents the decrease in the general tonnage.

The table below exhibits the distribution and course of freight hauled, viz :

STATEMENT

Showing the Number of Tons Transported upon the Baltimore and Ohio Railroad, during the fiscal year ending 30th September, 1858, viz :

ON THE MAIN STEM PROPER.

Eastwardly.

Number of tons transported to Baltimore, including 23,717 $\frac{5}{8}$ tons prepaid coal, and the way and through freight.....	589,267 $\frac{13}{16}$
From local to local stations, including 22,267 $\frac{19}{16}$ tons way coal.....	61,005 $\frac{11}{16}$
Total Eastward.....	650,273 $\frac{24}{16}$

Westwardly.

Number of tons transported from Baltimore to all the stations on the Main Stem and N. W. Va. Road, including the through freight.....	124,364
From local to local stations.....	25,952 $\frac{19}{16}$
Total Westward.....	150,316 $\frac{19}{16}$
Total tonnage on the Main Stem.....	800,589 $\frac{43}{16}$

NORTHWESTERN VIRGINIA ROAD.

Eastwardly.

From Parkersburg and Way Stations to Baltimore.....	75,080
“ “ and Way Stations to Way Stations.....	2,915
Total Eastward.....	77,995

*In all the statements in this report, coal is rated by the ton of 2,240 pounds, whilst all other commodities are rated at 2,000 pounds.

Westwardly.

From Baltimore to Parkersburg and Way Stations.....	19,809
“ Way Stations to Parkersburg and Way Stations.....	1,725
Total Westward.....	21,534
Total tonnage on the N. W. Va. R.....	99,449
Deduct tonnage to and from Main Stem, and accounted for in Main Stem table above, as passing over both lines.....	90,380
Nett total tonnage for Main Stem and N. W. Va. Road.	809,658

ON THE WASHINGTON BRANCH.

Eastwardly.

Tonnage to Baltimore from Washington City and Way Stations.....	28,917
“ Way Stations from Washington	247
Total Eastward.....	29,164

Westwardly.

Tonnage to Washington and Way Stations from Baltimore.....	53,187
“ Washington from Way Stations.....	240
Total Westward.....	53,427
Total for Washington Branch.....	82,591
Grand total of tonnage hauled upon Main Stem, N. W. Va. and Washington Branch.....	892,249

The tonnage on which freight was charged and collected, carried one mile upon the Main Stem during the past year, has been 165,176,864 tons. For 1857, the amount was 202,852,401 tons. For the Northwestern Virginia Road the tons hauled one mile during the past year have been 9,908,747, making in the aggregate for the two roads 175,085,612 tons carried one mile, as against 205,966,011 tons for the previous year. The falling off in the coal transportation embraced in our calculation is 212,711 tons, (including a falling off of 15,000 tons in the amount hauled from Piedmont for Company's use,) reducing the mileage on coal from 108,435,700 to 65,893,500 tons hauled one mile. Besides the coal trade there has been a slight falling off in the general Way Business of the road, while there has been a large increase in the through merchandise, flour and live stock trade from the West.

The following abstract and recapitulation exhibits very

clearly the general division and direction of the tonnage business of the road.

Abstract of the Tonnage carried one mile, for the fiscal year of 1858.

EASTWARD.

Main Stem—

Main Stem proper to Baltimore, (including coal,).	*87,578,017	5	1	14
Through. (via Benwood,)	25,500,442	10	0	0
From Northwestern Virginia Road	20,741,949	7	11	7
Proportion from Washington Branch	243,791	12	3	19
Local to local	5,468,121	11	0	0
Local from Northwestern Virginia Branch	110,629	2	0	0
	139,642,951	11	0	15

WESTWARD.

Main Stem—

From Baltimore	18,314,725	10	0	0
From Baltimore to Parkersburg. (MS. portion.)	5,036,748	17	0	0
Local points on N. W. Va. R.	489,993	15	0	0
Local to local, (MS. proportion.)	1,263,764	17	0	0
From Baltimore to Washington Branch	428,680	5	0	0
	25,533,913	04	0	0

Northwestern Virginia Road.

Eastward to Baltimore	7,736,591	15	2	16
Local	154,693	8	0	0
	7,891,285	3	2	16
Westward from Baltimore	1,877,497	11	0	0
Local	136,881	5	0	0
Local to Local	3,083	7	0	0
	2,017,462	3	0	0

Washington Branch.

Eastward to Baltimore	291,982	6	2	4
Westward, Baltimore to Washington	1,301,262	8	0	0
Local to Washington	3,583	12	0	0
from Washington	1,808	0	0	0
	1,598,636	6	2	4

RECAPITULATION.

Main Stem, total Eastw'd.	139,642,951	8	1	15
Westw'd.	25,533,912	14	0	0
	*165,176,864	15	0	15
N.W. Va. R., total Eastw'd	7,891,285	3	2	16
Westw'd	2,017,462	3	0	0
	9,908,747	6	2	16
Wash. Br'h, total Eastw'd	293,790	0	0	0
Westw'd	1,304,845	0	0	0
	1,598,636	6	2	4
Grand total for entire Road	176,684,248	8	2	10

*NOTE.—This aggregate includes but the mileage on 15,000 tons of Company's coal embraced in the general coal table. There have been, by examination, 83,110.07 tons of coal and coke, and materials for use in Second Track and Arching Tunnels, hauled during the year, besides the large quantity of iron, ties, &c., for repairs, making about 8,775,686 tons carried one mile on this account, which for the present year is being kept carefully for future use.

Merchandise Trade.

As already remarked, there has been a large increase in the general through merchandise trade for the past year, and especially from the west. The through tonnage eastward for the year, (including live stock and freight from the terminal stations proper,) has been as follows :

From Wheeling.....	31,512 tons.
“ Benwood	68,001 “
“ Parkersburg.....	70,571 “

Making a total of170,084 tons of 2,000 lbs.

Which produced a revenue to this company (including the N. W. Va. Road's proportion) of \$1,248,416.56. It will be seen that it has yielded the company but \$7.34 per ton of 2,000 lbs., or an equivalent to \$8.22 for the long ton of 2,240 tons. The above enumeration, however, includes all the through live stock loaded at Wheeling and Parkersburg, and which has paid an average of about \$9 per short ton. Under the low rates prevailing during the greater portion of the past year, these figures are much below the previous average yield of the through business, which, according to a special report made from this office in March last, was found to have been \$9.10 per long ton, prior to the 1st of February, 1858. The difference thus represented is \$133,637.68, which is our estimate of the actual loss to this company (in the reduction from the average rates previously received) upon eastward bound through freight during the past year, arising from the competition with other roads.

The through tonnage westward (exclusive of iron), to Wheeling, Benwood and Parkersburg for the year, has amounted to 54,779 tons, which is 292 tons more than the previous year, and yielding a revenue of about \$430,000, or some \$40,000 less than for the year previous.

The entire through tonnage east and west for the past

year has been 224,863 tons, or 49,852 tons more (exclusive of Pig Iron to Wheeling) than for the year previous.

In this connection, the following table, showing the amount of freight transferred in each direction by this Company at Benwood, to and from the Central Ohio Railroad, during the past year, may prove interesting :

Statement of No. of Tons of Freight transferred East and West at Benwood from 1st Oct., 1857, to 1st Oct., 1858, with cost of Transfer.

MONTH.	From the East	From the West.	Total tons.	Expenses.	Cost pr ton.
1857.					
October	3,563,891	9,423,830	6,494	\$2,932 24	45c
November	1,526,547	11,381,170	6,453	2,631 96	40 $\frac{3}{4}$
December	1,827,994	12,860,571	7,344	2,463 51	33 $\frac{1}{2}$
1858.					
January.....	1,557,125	9,251,852	5,405	2,233 41	41 $\frac{1}{4}$
February	3,620,589	10,101,747	6,860	2,143 63	31 $\frac{1}{4}$
March.....	5,475,610	14,758,367	10,112	2,694 45	26 $\frac{3}{4}$
April.....	4,074,045	16,655,700	10,365	2,670 78	25 $\frac{3}{4}$
May.....	2,676,124	7,428,845	5,052	2,368 59	46 $\frac{3}{4}$
June.....	1,666,124	3,991,055	2,829	1,980 37	70
July.....	3,324,833	5,747,469	4,536	2,129 00	46 $\frac{3}{4}$
August.....	8,746,953	12,358,481	10,552	2,568 65	24 $\frac{1}{2}$
September....	9,022,015	17,758,659	13,390	3,425 12	25 $\frac{1}{2}$
	47,081,050	131,717,746	89,397	30,241 71	33 $\frac{3}{4}$
					Average cost.

By the above it will be seen that the average cost to this Company, for the current expenses of the transfer of freight, is 33 $\frac{3}{4}$ cents per ton, for which it receives 60 cents per ton from the through line, of which this Company forms a part and of which it pays its proportion. A considerable surplus has therefore accrued to the Company during the past year from this source. The cost as above stated does not, of course, represent the capital of the Company invested in the buildings, machinery, steamboat, barges and other property necessary in conducting the transfer, nor the maintenance of the same. Besides the foregoing statement, there have been transferred 673 tons for the Adams Express Company, for which this company received \$1 per ton.

For more particular information relative to the tonnage

business of the road, reference may be made to the tables in the appendix to this report.

The Coal Trade.

The returns from the coal transportation of the road for the year past exhibit a very serious decrease in this important trade. The following table will show the quantity transported during the year :

Statement exhibiting the quantity of Coal transported during the fiscal year ending September 30th, 1858.

Points of Departure.	Delivered at Locust Point.	Delivered in the City.	Delivered at Way Stations.	Total quantity paying Freight.
Fairmont		194.00	2,510.00	2,704.00
Newburg.....	3,135.00	20,247.00	2,430.00	25,812.00
Piedmont	165,278.02	18,538.03	14,932.02	198,748.07
Cumberland.....	92,286.05	10,850.12	2,395.17	105,532.14
Aggregate.....	260,699.07	49,829.15	22,267.19	332,797.01

STATEMENT *Continued.*

Points of Departure.	For Company's Use.	Total from each Region.	Total carried from each Region 1 mile.
Fairmont		2,704.00	223,760.00
Newburg.....		25,812.00	6,325,842.00
Piedmont	45,491.17	244,240.04	45,935,942.06
Cumberland.....		105,532.14	18,676,074.19
Aggregate.....	*45,491.17	378,288.18	71,161,619.05

The quantity paying freight to the Company is shown to have been 332,797 tons, which, deducted from the same item of the previous year of 530,116 tons, proves a falling off of 197,319 tons, being 37.40 per cent. The revenue of the Company, as already remarked, has been materially affected by the reduction in this trade. The revenue from coal transportation in 1857 was about \$1,570,000.00, while for the past year it has been but about \$865,000.00, showing a falling off of \$705,000.00, or 44.90 per cent. Since the

*The entire quantity of Coal and Coke bought for the use of the Company, during the year, was 91,389.19 tons. Cumberland, Piedmont, Newburg, Clarksburg, Fairmont and Wheeling mines all contributed to this.

first of March last, however, the Company's rate of charge for hauling coal has been 50 cents per ton less than that received for the entire year previous. As there have been 240,000 tons hauled since March 1st—and under the reduced rate—\$120,000.00 of the reduced revenue is attributable to this cause. At the former rate, the revenue upon the whole quantity hauled last year, would have been \$985,000, or a falling off of only \$585,000.00. The falling off in the coal trade may be mainly accounted for by the largely reduced consumption, growing out of the general depression of business in the manufacturing establishments and other quarters where this coal has been used. We find also that the coal trade upon the Reading Railroad for the present year, up to the date of the preparation of this report, (November 1st) has been 174,180 tons less than for the same period last year, which would seem to show that the depression in the coal interests is not confined to our own road.

Live Stock Trade.

There has been a fair business done in live stock during the past year. The number of hogs brought to Baltimore has been 188,656 (including N. W. Va. Railroad), as against 159,469 for the year previous. There is also a slight increase in the number of sheep and horses and mules, as well as an increase of 759 head of horned cattle. The aggregate number of animals brought to Baltimore for the year has been 248,363, making 25,679 tons, against 221,076 for the previous year, weighing 23,124 tons.

The tables P and Q, submitted herewith, will give more particular information as to the sources and extent of this trade.

On the 16th of August last a "Fast Stock train" was arranged to be run from the west end of the road to Balti-

more, and corresponding with the "fast freight" line westward. By this means the stock, which had previously been kept upon the road nearly two days, and subject to the delays of ordinary tonnage trains, is now brought from the Ohio River to Baltimore in about 36 hours, remaining out upon the road only one day and two nights. This arrangement affords a great facility to this valuable trade, which the stock-dealers seem properly to appreciate.

The Flour Trade.

The statistics of this trade exhibit a marked increase for the past year. The number of barrels brought to Baltimore over the Main Stem and Northwestern Virginia Road was 986,001. If to this is added the 18,592 barrels brought from the Washington Branch, we have the unexampled aggregate of 1,004,594 *barrels of flour brought to Baltimore in the past twelve months by this Road*. This would show an increase of 194,080 barrels arriving by the Main Stem over the 791,921 barrels of the previous year, and an increase of 75,405 barrels over the aggregate of 1856, which was the heaviest previous year in this trade.

The following statement exhibits the foregoing facts in fuller detail:

STATEMENT *Exhibiting the quantity of FLOUR transported to Baltimore during the fiscal year ending 30th September, 1858.*

	Wheeling	Benwood.	Moundsville.	Parkersburg.	Way Points.
October.....1857.....	5,131	33,671	3,098	28,498	23,793½
November .. "	9,273	33,892	3,201	34,610	28,696½
December ... "	6,296	41,749	978	32,257½	37,525
January .....1858..	4,416	18,773	331	25,008	34,494½
February.... "	2,566	11,168	480	9,579½	23,361
March..... "	10,762	28,891	929	37,393½	28,595
April..... "	10,770	35,511	800	27,463	24,353½
May	7,996	17,525	240	27,156	23,665½
June	5,239½	8,513	100	20,825½	21,027½
July	1,578	8,367	90	14,636	16,743½
August	1,068	20,934	22	19,003	18,143½
September... "	1,724	50,799	884	18,119	23,288
	66,819¼	309,793	11,153	294,549	303,687

Total as above brought to Baltimore City over the Main Stem, including N. W. Virginia Road.....	986 001½ Barrels.
Add quantity from Washington Branch.....	18,592¾ “
Grand Total.....	1,004 594¼

Of the grand total brought into Baltimore, the large proportion of 682,314½ barrels,—making more than two-thirds of the whole quantity,—was hauled over the entire lines of the Main Stem and Northwestern Virginia Road from the Ohio River, the remainder, only, being from way points.

Of the 1,004,594 barrels brought to Baltimore, 370,617 barrels were re-shipped to eastern markets, as per statement below.

Statement showing the quantity of Flour received at Baltimore, destined for Eastern points.

	For New York.	For Boston.	For Providence, &c.	For Philadelphia.
October.....1857.....	9,490	8,118	1,419	9,406
November... “	18,345	12,037	1,700	12,786
December... “	25,432	10,929	3,638	9,426½
January.....1858.....	6,606	2,783	1,174	17,167
February.... “	1,888	1,829	160	8,440
March..... “	12,697	2,785	799	29,118½
April..... “	11,528	4,156	480	10,991
May..... “	6,342	2,483	2,228	19,546
June..... “	2,920	1,156	280	11,259
July..... “	4,476	1,263	893	4,376
August..... “	5,832	3,881	944	8,525
September... “	19,699	13,728	3,990	21,468
	125,255	65,148	17,705	162,509

RECAPITULATION.

New York.....	125,255
Boston.....	65,148
Providence.....	17,705
Philadelphia.....	162,509
	370,617

The above quantity re-shipped was 157,644 barrels more than for the previous year, which would leave 633,977 bar-

rels as the quantity transported by the Road for the Baltimore market proper, which is considerably more than the quantity manufactured in the city or brought to Baltimore by all other channels.

The Lumber Trade.

Upon a Road like the Baltimore and Ohio, traversing for hundreds of miles great forests of uncleared land, the trade in lumber must prove a source of increasing revenue, as the demand for wild timber improves by the growing scarcity near the seaboard, and in foreign places. Under the promised expansion of this trade, and in accordance with the general policy of this department to encourage the local interests of the road, a special lumber tariff has been arranged during the past year, and increased facilities granted for its development. The mountain divisions of this Road especially, as well as the line of the Northwestern Virginia Road, abound in the richest varieties of ship-timber and other valuable heavy woods, which have recently attracted the attention of foreign purchasers, who have already made contracts with the Company for a heavy transportation to Baltimore during the next twelve months.

The Delivery of Cars at Baltimore.

By the following interesting statement (which affords a good index to the division of trade at Baltimore) it will be seen that there have been 75,151 cars brought to the city during the past year, which is 12,988 less than for 1857. The cars of coal received having been 36,417, against 52,272 for the previous year, or a falling off of 15,865, the nett decrease as above stated is readily accounted for.

Statement showing the Whole Number of Cars transported to Baltimore over the B & O. R. R. (from Main Stem, N. W. Va. Road, and Washington Branch) and where delivered, during the year ending September 30, 1858.

			WHERE DELIVERED.				TOTALS.			
			Locust Point.	Streets of the City.	Camden Station.	Mount Clare.	From Main Stem.	From Wash. Branch.	Cars with Coal.	Cars with general Mdse.
1857.										
Oct'r,	MS	Freight	342	1,533	464	290	.....	.....	.....	2,628
		Coal	2,293	70	136	206	5,332	.....	2,705	.....
	WB	Freight	38	149	162	14	.....	363	.....	363
Nov'r,	MS	"	338	1,584	437	308	.....	.....	.....	2,667
		Coal	1,994	24	94	123	4,902	.....	2,235	.....
	WB	Freight	33	101	145	4	.....	283	.....	283
Dec'r,	MS	"	562	1,728	572	413	.....	.....	.....	3,275
		Coal	2,331	36	122	182	5,946	.....	2,671	.....
	WB	Freight	51	80	132	18	.....	281	.....	281
1858.										
Jan'y,	MS	"	422	1,508	555	404	.....	.....	.....	2,889
		Coal	1,094	54	118	141	4,296	.....	1,407	.....
	WB	Freight	20	57	160	25	.....	262	.....	262
Feb'y,	MS	"	328	1,261	583	190	.....	.....	.....	2,362
		Coal	733	17	83	86	3,281	.....	919	.....
	WB	Freight	22	65	204	23	.....	314	.....	314
Mar.	MS	"	495	1,979	1,016	209	.....	.....	.....	3,699
		Coal	2,262	27	116	155	6,259	.....	2,560	.....
	WB	Freight	.....	93	134	10	.....	237	.....	237
April,	MS	"	757	1,738	960	233	.....	.....	.....	3,688
		Coal	2,915	58	140	215	7,016	.....	3,328	.....
	WB	Freight	14	103	218	15	.....	350	.....	350
May,	MS	"	459	1,885	787	252	.....	.....	.....	3,383
		Coal	3,206	66	114	107	6,876	.....	3,493	.....
	WB	Freight	26	93	215	4	.....	338	.....	338
June,	MS	"	322	1,346	883	235	.....	.....	.....	2,796
		Coal	4,981	34	121	149	8,081	.....	5,285	.....
	WB	Freight	8	77	188	19	.....	292	.....	292
July,	MS	"	297	978	780	124	.....	.....	.....	2,179
		Coal	4,602	41	104	185	7,111	.....	4,932	.....
	WB	Freight	5	82	203	8	.....	298	.....	298
Aug.	MS	"	203	1,243	820	297	.....	.....	.....	2,563
		Coal	3,414	29	85	165	6,256	.....	3,693	.....
	WB	Freight	4	322	116	12	.....	454	.....	454
Sept'r,	MS	"	274	1,497	794	155	.....	.....	.....	2,720
		Coal	2,738	58	136	257	5,909	.....	3,189	.....
	WB	Freight	13	283	97	21	.....	414	.....	414
			37,606	20,298	11,994	5,254	71,266	3,885	36,417	38,735

The number of cars delivered in the *streets* of the city during the past year was 20,298, against 17,454 for 1857, showing an increase of 2,844 cars. The aggregate cost of this delivery for the past year has been \$39,073, making the cost per car \$1.92, or 9 cents less per car than for the previous year.

The value of the horses, mules, harness, &c. employed in the street service at Baltimore on the 30th of September, is ascertained to be \$26.252²⁵/₁₀₀, being a fraction more than the valuation of the previous year.

Account of Fuel, &c.

There has been a much smaller quantity of wood purchased, for consumption in the locomotives, than usual during the past year, owing to the large quantity already on hand, as well as to the consumption of a greater proportion of coal and coke. The fuel on hand at the close of the year is stated in the following table :

STATEMENT OF FUEL ON HAND

At the various Stations on the Main Stem of the Baltimore and Ohio Railroad on the 30th of September, 1858.

STATIONS AND DIVISIONS.	Cords of Wood Unsawed.	Cords of Wood Sawed.	Total Number Cords on hand	No. of Tons Coal & Coke.
Locust Point.....	1,027	.....	1,027	.....
Camden Station.....	20	.....	20	60
Mount Clare.....	40	.....	40	974
Monocacy.....	800	100	900	50
Frederick.....	3	.....	3	4
Harper's Ferry.....	1	.....	1	5
Martinsburg.....	3,000	.....	3,000	270
Cumberland.....	897	.....	897	17
Piedmont.....	1,460	.....	1,460	64
Grafton.....	.....	600	600	60
Fetterman.....	250	.....	250	50
Wheeling.....	1,203	.....	1,203	118
1st Sub-Division.....	29 ¹ / ₂	.....	29 ¹ / ₂	.....
2d ".....	130	92 ¹ / ₂	222 ¹ / ₂	2
3d ".....	87	120	207	78
4th ".....	.....	6	6	¹ / ₂
5th ".....	10 ¹ / ₂	.....	10 ¹ / ₂	.....
6th ".....	.....	4	4	.....
7th ".....	.....	250	250	60
8th ".....	16	59	75	64
9th ".....	.....	.....	.....	10
10th ".....	139	.....	139	10
12th ".....	.....	.....	.....	20
13th ".....	15	18	33	45
14th ".....	530	.....	530	.....
15th ".....	250	.....	250	50
16th ".....	800	.....	800	6
17th ".....	2,972	.....	2,972	.....
18th ".....	1,200	.....	1,200	72
Totals.....	14,879 ³ / ₄	1,249 ¹ / ₂	16,129 ¹ / ₄	2,089 ¹ / ₂

The expenditure for wood during the year has been \$30,557.55, which shows its average first cost to have been \$2.05 per cord.

EXPENSES OF TRANSPORTATION.

These expenditures, on Main Stem account, are shown in the following table :

Statement showing the Expenses of Transportation on the Main Stem, for the year ending 30th September, 1858.

	1858.	1857.
Agents and Clerks.....	\$54,944 51	\$68,188 00
Passenger Conductors, Brakemen and Baggage Masters.....	32,013 70	33,323 32
Tonnage Conductors and Brakemen.....	112,913 74	135,238 18
Tonnage Enginemen.....	87,161 47	102,073 70
“ Firemen	48,834 27	57,741 26
Passenger Enginemen.....	24,619 26	23,407 46
“ Firemen	13,242 44	12,912 70
Tonnage Teamsters.....	14,534 72	15,494 75
Passenger “	1,124 35	1,072 30
Depot Laborers—loading and unloading cars.....	58,800 66	85,466 17
Depot Laborers—preparing fuel and filling tenders.....	13,290 93	33,753 61
Maintenance and Renewal of Stock and and Harness.....	19,469 40	18,123 31
57,781 Gallons Oil.....	49,139 20	79,244 03
69,236 Pounds Waste.....	7,041 92	11,961 21
45,068 Pounds Tallow.....	5,065 87	13,804 36
14,914 Cords Wood.....	30,557 35	69,854 34
61,704 Tons Coal and Coke.....	67,126 68	70,372 50
Stationery, Printing and Advertising.....	17,228 37	22,574 62
Gas Light and Candles.....	3,244 82	2,857 46
Etherial Oil.....	6,941 03	7,436 68
Cleaning Engines.....	4,706 03	65,659 15
Miscellaneous and Contingent.....	22,960 48	25,312 80
Eastern and Western Agencies.....	71,744 47	53,562 90
Telegraph Operators.....	11,197 80	11,750 57
Sawing and Loading Wood.....	10,143 75	11,062 80
Total.....	\$788,047 22	\$1,032,248 18

It will be observed that the decrease in the expenses of this department has been large, (amounting to \$244,200 96,) when compared with the expenses of the previous year, which are also placed in the foregoing table in order that

the comparison may be the more readily perceived. The percentage of the decrease in the transportation expenses is found to be 23.66, and the proportion of the transportation expenses to the revenue of the Main Stem is 20.43, or 2 per cent. less than for 1857.

It should be mentioned here, in connection with this subject, that a large share of the expenses previously charged to transportation for "filling tenders" and all of "cleaning engines" were assigned by my predecessor to the machinery department, the labor embraced under the last named head having been uniformly done under its supervision. It is proper to mention also in explanation, that the materials on hand belonging to this department, in fuel, oils, &c., is less by some \$10,000 than at the close of the fiscal year of 1857. When it is considered, however, on the other hand, that so many of the elements in these expenses are in their nature permanent, or not contingent upon the extent of the business done, it is satisfactory to find that their aggregate has lessened in a ratio correspondent with the decrease in the revenue.

From the Auditor's books we have obtained the following statement of the aggregate expenses of the Main Stem for the fiscal year, viz :

In the Road Department.....	\$965,253 14
" Machinery Department.....	721,855 59
" Transportation Department.....	788,047 22
General Expenses.....	34,685 45
Losses by Accident.....	21,357 89
<hr/>	
Total	\$2,531,199 29

The Main Stem expenses thus being \$2,531,199 29, and the Main Stem revenue being \$3,856,485 79, the ratio of expenses to revenue is $65\frac{63}{100}$ per cent., being an increase of $5\frac{58}{100}$ per cent. over the results for 1857.

THE NORTHWESTERN VIRGINIA ROAD.

The revenue earned upon the Northwestern Virginia Road (see table C in the beginning of this Report) has been \$41,030 30 from passengers, and \$206,973 76 from tonnage, making an aggregate of \$248,004 06. As this road was only opened in the spring of 1857, and its accounts fully entered upon this Company's books from the first of July of that year, no satisfactory comparison with the last year's business can be instituted. We have, however, placed the revenues of the last three months of the fiscal years 1857 and 1858 in table D, giving a summary of the revenues of the entire road, by which it will be observed that the three months of 1857 yielded \$74,223 57, and the corresponding period of 1858 yielded but \$44,802 43, being a decrease of \$29,421 14, the proportions of decrease being relatively equal between passengers and tonnage.

Besides the general causes operating toward this result, the comparatively incomplete connection between the Marietta and Northwestern Roads, and the unnavigable condition of the Ohio river for the greater part of the past two months, have affected the business on this line in both passengers and freight. It is also to be remembered that the comparatively large revenue of the Northwestern Road for August and September, 1857, was in a great degree owing to the necessity of using the road, at that time, for a share of the through business to and from that portion of the West in more immediate connection with this Company's line to Wheeling, and which necessity arose from the temporary, though serious, obstruction of the Main Stem at the Board Tree Tunnel.

It is to be regretted that the hope expressed by my prede-

cessor, Dr. WOODSIDE, in his last annual report, "for a large positive addition to the Company's business from this source, both in freight and passengers," has not been more fully realized. The reasons assigned in the same document yet maintain their force, and will explain, in some measure, the failure of the Northwestern Road to meet the expectations that have been indulged in regard to it. It cannot be, however, that so important a line as that which can be formed by the proper connection of the Marietta and Cincinnati and Northwestern Va. Roads will be allowed to continue much longer in its present comparatively incomplete and ineffectual condition. We may further indorse the explanation to which we allude by re-iterating the words of that report, "that the real advantages of this new line to the general interests of the Baltimore and Ohio Railroad Company, or to the City of Baltimore, have not yet been fully tested," and renewing the hope that the measures now contemplated may place it in that improved relation to its western connections which will secure for it more prosperous and satisfactory results.

EXPENSES AND REVENUE.

The following table will show the expenses of this department on account of the Northwestern Virginia Road, viz :

Statement of the Expenses of Transportation on the Northwestern Virginia Road, for the year ending September 30th, 1858.

Agents and Clerks.....	\$9,048 69
Tonnage Conductors and Brakemen.....	8,461 88
Passenger Conductors, Baggage Masters and Brakemen....	3,375 53
Tonnage Enginemen.....	6,942 40
Passenger Enginemen.....	2,840 85
Tonnage Firemen.....	4,157 80
Passenger Firemen.....	1,315 48
Depot Laborers—loading and unloading cars.....	15,923 24
“ preparing fuel.....	2,345 47
4,676 Gallons Oil.....	3,569 76
22,762 Pounds Tallow.....	2,334 16
11,240 Cotton Waste.....	1,180 20

4,847 $\frac{3}{4}$ Cords Wood.....	6,160 45
5,136 Tons Coal.....	3,661 49
Stationery and Printing.....	1,173 08
Etherial Oil.....	681 20
Cleaning Engines.....	478 10
Miscellaneous and Contingent.....	2,153 96
Eastern and Western Agencies.....	3,298 97
Sawing and Loading Wood.....	2,832 95
Telegraph Operators.....	249 50
Total.....	\$82,185 16

The aggregate expenses of this department, as above stated, bears a proportion of 33.13 per cent. to the year's revenue upon the Northwestern Virginia Road, which is 5.09 per cent. more than the ratio of transportation expenses in the three months accounted for in 1857.

By the statements from the Treasurer's office which precede this Report, it will be observed that the other expenses incurred on account of this line for the last year have been \$171,067 63, making the aggregate expenses \$253,252 79, and bearing a ratio of 102 $\frac{12}{100}$ per cent. to the gross revenue.

Fuel Account.

It will be seen by the following statement that there is 4,255 cords of wood, which is an excess of 1,968 cords over the quantity on hand at the close of last year. This excess is valued at \$2,500.

STATEMENT OF FUEL ON HAND

At the various Stations on the line of the North Western Virginia Railroad, on 30th Sept., 1858.

LOCATION.	Number of Cords Wood Unsawed.	Number of Cords of Woods Sawed.	Total Number of Cords on hand.	Total Tons of Coal and Coke.
Parkersburg.....	200	.....	200	50
First Division...	840	.....	840	.....
Second " ...	940	.....	940	8
Third " ...	850	30	880	.....
Fourth " ...	817	.....	817	.....
Fifth " ...	578	.....	578	8
Total.....	4,225	30	4,225	66

New Telegraph Line.

A serious drawback to the previous economical and satisfactory operations of the Northwestern Virginia Road has been the want of a Magnetic Telegraph, which has proven so efficacious an agent in the management of our main line. This difficulty has now been remedied by the erection of an excellent line of telegraph between the Grafton Junction and Parkersburg, where it connects by a submarine cable with the line following the Marietta Railroad, thus connecting with Cincinnati and the telegraph lines traversing all parts of the West.

Besides the leading stations at Grafton and Parkersburg, there are three intermediate stations, placed at such intervals as will best facilitate the transmission of orders and information relative to working the road.

OPERATIONS OF THE WASHINGTON BRANCH.

The Washington Branch of the Baltimore and Ohio Railroad would seem to prove an exception to that order of things which has brought depression upon the railroad interests of the country. A steady increase in its revenues is observable from both passengers and tonnage, and during the past year the excess has been \$14,963 08 above the revenue of 1857, although during the last named year was embraced the returns from the extraordinary travel incident to the last Presidential inauguration. This increase has been about equally divided between passengers and tonnage. The passenger revenue is $73\frac{1}{2}$ per cent. to $26\frac{1}{2}$ from tonnage of the whole revenue, which is \$469,422 92.

Tables V and W in the Appendix will afford ample information with reference to the passenger and freight returns on the Washington Branch Road.

EXPENSES AND REVENUE.

The following table presents the expenses of this department for the year :

Expenses of Transportation.

The following is this department's expense account for the year, viz :

Statement of the Expenses of Transportation on the Washington Branch, for the year ending September 30th, 1858.

Agents and Clerks.....	\$11,756 74
Passenger Conductors, Baggage Masters and Brakemen.....	7,847 35
Tonnage Conductors and Brakemen.....	2,934 65
“ Enginemen	2,743 35
“ Firemen	1,384 40
Passenger Enginemen	3,957 55
“ Firemen	2,115 70
Depot Laborers—loading and unloading cars.....	15,532 45
“ preparing fuel.....	440 32
Maintenance and Renewal of Stock and Harness.....	3,888 68
3,488 Gallons Oil.....	2,964 80
6,540 Pounds Tallow.....	784 80
10,706 Pounds Cotton Waste.....	1,528 24
1,085 Cords Wood.....	4,882 50
3,050 Tons Coal and Coke.....	11,675 00
Stationery, Printing and Advertising.....	2,887 40
Gas, Rent and Candles.....	1,345 28
Ethereal Oil.....	76 05
Cleaning Engines.....	174 95
Miscellaneous and Contingent.....	4,378 02
Depot Rent.....	10,000 00
Eastern and Western Agencies, transfer of Eastern Passengers, &c.....	5,021 69
	<hr/>
	\$98,319 92

The transportation expenditures amounted, in 1857, to \$101,020 90, and being for the past year but \$98,319 92, it is a decrease of \$2,700 98. The ratio of these expenses to revenue is but 20.95 per cent., while it was for the previous year 22.23, being a decrease of 1.28 per cent.

The aggregate of the working expenses of the Washington Branch, for the past year, is as follows, viz :

By the Road Department.....	\$43,326 88
“ Machinery Department.....	49,638 35
“ Transportation Department.....	98,319 92
General Expenses and Losses by Accident	11,768 49
<hr/>	
Total Expenses.....	\$202,453 64

The ratio of the gross expenses is to the whole revenue, on the Washington Branch, 43 $\frac{1}{2}$ per cent., or a fraction less than for 1857.

GENERAL REMARKS.

Whatever may prove the results to the Company of the fiscal year upon which we have just entered, there is abundant cause for hopefulness in respect to the ability of the road to meet any probable demand upon it, in the way of business. With its present excellent track and full equipment, it is believed to be prepared for the prompt movement of a very large increase upon the trade and travel of any previous year in its history.

Conclusion.

It is not a mere observance of the customary form of concluding these Annual Reports, that impels me to make some

allusion to the officers and men engaged with me in conducting the affairs of the Transportation Department. Under a careful and conscientious effort to maintain the safe and valuable principle of promotion established by my predecessors, and generally—while exercising just firmness—to treat the men with the respect due them—that proper discipline and loyalty to duty heretofore maintained, and which is so essential to the good government of the road, has been steadily preserved. This testimony becomes a pleasant duty, because it is just and true.

The several principal Station Agents, and their Assistants, who are engaged in the more responsible duties of the Department deserve my special acknowledgments, and Messrs. A. L. HUGGINS, Assistant Master of Transportation, L. M. COLE, General Ticket Agent, ALEXANDER DUFFEY and BENJAMIN L. JACOBS, Supervisors of Trains, are mentioned with peculiar satisfaction, for the cheerful and efficient manner in which they have served the Company and seconded my own efforts in the same behalf since I have been entrusted with my present responsibilities.

Respectfully submitted, by your ob't servant,

W. P. SMITH,

Master of Transportation.

T A B L E S
REFERRED TO IN THE FOREGOING REPORT
OF THE
MASTER OF TRANSPORTATION.

**TABULAR STATEMENTS SHOWING THE
NUMBER OF PASSENGERS CARRIED FROM EACH STATION**

Upon the line of the BALTIMORE AND OHIO RAILROAD, its WASHINGTON BRANCH and NORTH-WESTERN VIRGINIA ROAD, during the year ending September 30, 1858; with the reduction of the same to Passengers carried one mile.

E.—MAIN STEM—LOCAL TRAVEL

Passengers carried one Mile, for the year ending September 30, 1858.

STATIONS.	Passengers	Passengers	Total	Passengers	Passengers	Total
	East.	West.	Passengers.	1 Mile East.	1 Mile West.	Passengers 1 Mile.
BALTIMORE		63,547	63,547		3,650,873	3,650,873
WASH. JUNCTION.....	21,016	7,221	28,237	173,144	803,799	976,943
Avalon	131	333	464	464	1,769	2,233
Ilchester.....	1,171	200	1,371	13,280	1,047	14,327
Ellicott's Mills.....	16,525	2,459	18,984	230,001	54,197	284,198
Elysville.....	1,272	283	1,555	15,698	7,288	22,986
Woodstock.....	985	152	1,137	21,879	5,325	27,204
Marriottsville.....	1,147	296	1,443	24,326	12,365	36,691
Sykesville.....	2,534	561	3,095	70,540	23,777	94,317
Hood's Mills.....	1,098	383	1,481	34,466	11,975	46,441
Woodbine.....	1,551	323	1,874	48,040	9,939	57,979
Plane No. 1.....	93	29	122	2,954	328	3,282
Mount Airy.....	1,711	744	2,455	67,271	22,470	89,741
Plane No. 4.....	82	55	137	2,881	868	3,749
Monrovia.....	1,284	1,124	2,408	52,813	19,713	72,526
Ijamsville.....	531	660	1,191	18,780	10,450	29,230
Monocacy.....	318	447	765	13,736	10,737	24,473
FREDERICK CITY.....	11,359	3,584	14,943	522,552	152,721	675,273
Lime Kiln.....	88	67	155	2,353	3,439	5,792
Buckeystown.....	517	210	727	7,850	6,729	14,579
Adamstown.....	719	285	904	17,641	13,166	30,807
Point of Rocks.....	1,376	1,006	2,382	58,124	90,718	148,842
Catoctin Switch.....	186	130	316	5,306	7,522	12,828
Berlin.....	719	591	1,310	32,781	30,705	63,486
Knoxville.....	875	507	1,382	38,704	22,787	61,491
HARPER'S FERRY.....	6,538	3,792	10,330	379,909	320,517	700,426
Duffield's.....	856	532	1,388	25,000	12,943	37,943
Kerneysville.....	1,001	879	1,880	53,258	35,487	88,745
Vanclevessville.....	166	116	282	5,945	1,079	7,024
MARTINSBURG.....	4,285	2,273	6,558	193,278	140,672	333,950
North Mountain.....	1,232	480	1,712	32,249	20,830	53,079
Cherry Run.....	460	296	756	27,466	23,636	51,102
Sleepy Creek.....	166	80	246	7,434	4,494	11,928
Hancock.....	983	576	1,559	57,972	37,701	95,673
Sir John's Run.....	1,029	480	1,509	62,450	26,797	89,247
Great Cacapon.....	329	209	538	7,334	6,706	14,040
Orleans Road.....	265	125	390	6,471	3,979	10,450
No 12 W. Station.....	117	193	310	4,048	5,153	9,201
Paw Paw.....	164	391	555	6,255	34,019	40,274
Little Cacapon.....	95	81	176	4,345	1,217	5,562
South Branch.....	111	361	472	4,662	13,161	17,823
Green Spring Run.....	387	808	1,195	40,871	31,940	72,811
Patterson's Creek.....	133	382	515	7,086	9,667	16,753
CUMBERLAND.....	6,361	4,465	10,826	648,032	239,882	887,914
Brady's Mill.....	533	273	806	13,553	10,147	23,700
Rawling's W. Station....	347	124	471	5,454	4,126	9,580

TRANSPORTATION TABLES.

E—Continued.

STATIONS.	Passengers East.	Passengers West.	Total Passengers.	Passengers 1 mile East.	Passengers 1 mile West.	Total Passengers 1 mile.
Black Oak Bottom.....	153	106	259	2,069	1,189	3,258
New Creek.....	943	1,527	2,470	53,637	78,928	132,565
PIEDMONT	2,789	1,405	4,194	113,889	76,579	190,468
Bloomington	167	259	426	4,945	7,974	12,919
Frankville	66	30	96	2,156	526	2,682
Swanton	250	120	370	9,915	1,921	11,836
Altamont	235	227	462	7,210	2,892	10,102
Oakland.....	1,104	671	1,775	77,634	23,236	100,870
Hutton's Switch.....	75	18	93	3,317	462	3,779
Cranberry Summit.....	572	524	1,096	38,553	15,146	53,699
Rowlesburg.....	584	864	1,448	42,341	19,286	61,627
Tunnelton	576	541	1,117	27,084	18,392	45,476
Newburg.....	496	550	1,046	22,097	17,435	39,532
Independence.....	178	533	711	13,764	14,335	28,099
Thornton	102	307	409	4,519	4,688	9,207
GRAFTON.....	1,727	3,005	4,732	146,406	137,032	283,438
Fetterman	442	580	1,022	25,577	17,424	43,001
Valley River Falls.....	210	133	343	5,330	2,849	8,179
Benton's Ferry.....	234	266	500	10,419	5,321	15,740
Fairmont	2,078	2,066	4,144	159,418	83,048	242,466
Barracksville.....	155	233	388	4,068	3,890	7,958
Farmington	330	289	619	4,522	5,093	9,615
Mannington	1,209	446	1,655	30,325	12,923	43,248
Glover's Gap.....	141	41	182	3,025	1,245	4,270
Burton.....	302	825	1,127	22,346	24,349	46,695
Littleton	253	475	728	10,545	13,218	23,763
Broad Tree Tunnel.....	271	990	1,261	13,435	26,904	40,339
Bellton	164	332	496	3,128	6,218	9,346
Cameron	987	2,704	3,691	55,429	58,317	113,746
Easter's Siding.....	249	742	991	3,486	12,281	15,767
Rosely's Rock	338	673	1,011	8,096	7,719	15,815
MOUNDSVILLE	2,517	6,423	8,940	100,237	66,549	166,786
BENWOOD.....	3,281	675	3,956	488,616	2,700	491,316
WHEELING.....	14,666	.....	14,666	1,200,710	.....	1,200,710
Totals.....	130,690	130,693	261,383	5,786,904	6,729,109	12,516,013

Main Stem Summary.

	Passengers East.	Passengers West.	Total Passengers	Passengers 1 Mile East.	Passengers 1 Mile West.	Total Passengers 1 Mile.
Local Travel.....	130,690	130,693	261,383	5,786,904	6,729,109	12,516,013
Through Travel.....	13,634	21,417	35,051	5,023,794	7,655,501½	12,679,295½
Total.....	144,324	152,110	296,434	10,810,698	14,384,610½	25,195,308½

E—Continued.

 AN ANALYSIS OF THE THROUGH TRAVEL OVER THE MAIN STEM,
 FOR 1858.

WESTWARD to all points beyond the Termini of Road—including tickets from New York and Philadelphia to Wheeling and Parkersburg.

From <i>Baltimore and Way Stations</i>	10,091	
First Class.....	6,622	
Second Class	278	
Emigrant.....	3,191	
	————	10,091
“ <i>Washington</i>	4,343	
First Class.....	4,285	
Second Class.....	58	
	————	4,343
“ <i>Philadelphia</i>	2,784½	
First Class.....	1,455½	
Emigrants.....	1,329	
	————	2,784½
“ <i>New York</i>	4,078	
First Class.....	2,224	
Emigrants.....	1,854	
	————	4,078
“ <i>Boston</i>	120½	
First Class.....	——	120½
		————
Total number through Passengers Westward.....		21,417

EASTWARD from all points beyond termini of Road.

To Baltimore and Way Stations.....	4,823½
To Washington.....	3,651
To Philadelphia	2,160½
To New York.....	2,805½
To Boston.....	193½
	————
Total number through Passengers Eastward.....	13,634
	————
Total number through Passengers East and West.....	35,051

F.
WASHINGTON BRANCH LOCAL TRAVEL—1857-'58.

	Passengers Northw'd	Passengers Southw'd.	Total Passengers	Passengers One Mile North.	Passengers One Mile South.	Total Passengers One Mile North and South
BALTIMORE.....		104,175	104,175		3,142,282	3,142,282
WASH. JUNCTION	7,305	8,799	16,104	58,488	224,960	283,448
Jessup's Cut.....	1,865	622	2,487	24,354	4,547	28,901
Annapolis Junction..	16,031	5,053	21,084	267,063	92,071	359,134
Savage	110	29	139	1,582	219	1,801
Laurel.....	4,604	2,220	6,824	81,512	37,512	119,024
White Oak Bottom...	633	538	1,171	10,038	7,159	17,197
Beltsville.....	1,461	2,357	3,818	32,165	26,529	58,694
Paint Branch.....	282	266	548	5,132	2,590	7,722
Bladensburg	1,535	3,199	4,734	39,187	22,393	61,580
WASHINGTON.....	120,615	.....	120,615	4,346,564		4,346,564
Totals.....	154,441	127,258	281,699	4,866,085	3,560,262	8,426,347

TRAVEL BETWEEN BALTIMORE AND WASHINGTON—(Included in the foregoing as local.)

<i>On Single Tickets.....</i>	49,490	from	Washington to Baltimore.
“ “	49,012	“	Baltimore “ Washington.
<i>On Round Trip Tickets.....</i>	9,542	“	Washington “ Baltimore.
“ “	8,397	“	Baltimore “ Washington.

SOUTHERN TRAVEL.

From Baltimore and points North of it to points South of Washington.....	} 20,945 Pass. × 39 miles = 816,855 Pass. 1 mile.
From points South of Wash- ington to Baltimore and points North of it.....	

Total Pass. North & South...39,197 Pass. × 39 miles = 1,528,683 Pass 1 mile.

EASTERN TRAVEL.

From N. York to Washington...	17,613 Pass. × 39 miles = 686,907 Pass. 1 mile
“ Philad. to Washington.....	14,278 Pass. × 39 miles = 556,842 Pass. 1 mile

Total Passengers.....31,891 Pass. × 39 miles = 1,243,749 Pass. 1 mile.

WESTERN TRAVEL ON W. BRANCH.

Western Pass. to Washington:

<i>Via Benwood and Wheeling.....</i>	3,591 × 31 miles = 111,321 Pass. 1 mile.
<i>Via Parkersburg.....</i>	60 × 31 miles = 1,860 Pass. 1 mile.

Western Pass. from Washington:

<i>Via Benwood and Wheeling.....</i>	4,191 × 31 miles = 129,921 Pass. 1 mile
<i>Via Parkersburg.....</i>	152 × 31 miles = 4,712 Pass. 1 mile

Total Passengers.....7,994 × 31 miles = 247,814 Pass. 1 mile

F—Continued.

WASHINGTON BRANCH SUMMARY.

	Passeng'rs North.	Passeng'rs South.	Passeng'rs North and South.	Passeng'rs One Mile North.	Passeng'rs One Mile South.	Total Pas- sengers one Mile North and South.
Local Travel.....	154,441	127,258	281,699	4,866,085	3,560,262	8,426,347
Southern "	20,945	18,252	39,197	816,855	711,828	1,528,683
Eastern " .....	.....	31,891	31,891	.....	1,243,749	1,243,749
Western "	4,343	3,651	7,994	134,633	113,181	247,814
Totals	179,729	181,052	360,781	5,817,573	5,629,020	11,446,593

G.

LOCAL TRAVEL—NORTHWESTERN VIRGINIA ROAD.

STATIONS.	Passeng'rs East.	Passeng'rs West.	Total Pas- sengers.	Passeng'rs One Mile East.	Passeng'rs One Mile West.	Total Pas- sengers One Mile.
GRAFTON .....	.....	2,981	2,981	.....	129,234	129,234
Webster.....	349	557	906	21,991	24,973	46,964
Simpson's.....	85	109	194	1,185	2,709	3,894
Flemington	409	340	749	6,434	12,430	18,864
Bridgeport	393	562	955	19,282	16,658	35,940
Clarksburg.....	1,887	1,996	3,883	148,541	100,006	248,547
Wilsonburg	212	282	494	5,925	10,006	15,931
Salem.....	390	379	769	9,570	11,202	20,772
Long Run.....	113	128	241	1,731	3,209	4,940
Smithton.....	123	83	206	3,347	2,419	5,766
West Union.....	748	563	1,311	29,023	17,564	46,587
Central.....	184	136	320	5,980	3,906	9,886
Toll Gate.....	151	186	337	4,464	5,977	10,441
Pennsboro'.....	264	249	513	9,690	6,754	16,444
Ellenboro'.....	401	502	903	19,068	15,484	34,552
Cornwallis	151	303	454	6,161	7,665	13,826
Cairo	154	249	403	4,219	6,631	10,850
Petroleum.....	194	278	472	6,738	6,426	13,164
Walker's.....	129	561	690	7,124	7,714	14,838
Kanawha.....	68	289	357	4,025	2,783	6,808
Claysville.....	293	1,015	1,308	12,258	7,246	19,504
PARKERSBURG	6,757	.....	6,757	616,048	.....	616,048
Totals.....	13,455	11,748	25,203	942,804	400,996	1,343,800

Northwestern Summary.

	Passengers East.	Passengers West.	Total Passengers	Passengers One Mile East.	Passengers One Mile West.	Total Pas- sengers One Mile E. & West.
Local Travel.....	13,455	11,748	25,203	942,804	400,996	1,343,800
Trough Travel East	332	.....	332	34,528	.....	34,528
" " West.	.....	2,192	2,192	.....	225,776	225,776
Totals.....	13,787	13,940	27,727	977,332	626,772	1,604,104

III.

ABSTRACT OF COMMODITIES TRANSPORTED WESTWARDLY,

From Baltimore to the several Stations, on the **Main Stem** and **N. W. Va. Road**,—*Through and Way*,—during the official year ending September 30, 1858.

COMMODITIES.	Ellicott's Mills. Pounds.	Frederick. Pounds.	Harper's Ferry. Pounds.	Winchester. Pounds.	Martinsburg Pounds.	Cumberland. Pounds.	Piedmont. Pounds.	Grafton. Pounds.	Moundsville. Pounds.
Salt.....	310,100	604,300	593,700	791,400	213,400	331,800	102,400	51,000	31,200
Coffee.....	116,800	619,510	101,510	310,605	113,110	319,405	81,505	29,600	69,205
Sugar.....	271,915	801,640	364,315	391,420	139,815	372,610	96,410	41,405	22,105
Molasses.....	203,610	531,610	209,200	323,510	102,305	294,500	73,105	5,105	3,805
Fish.....	131,800	672,300	271,800	284,300	118,100	321,600	60,405	3,915	6,210
Lumber.....	2,521,300	4,691,700	281,400	.....	69,700	.....	.....	.....	.....
Coal.....	493,600	1,964,400	90,660	190,000	78,000	.....	.....	.....	.....
Plaster.....	116,700	1,216,300	2,196,400	2,360,000	405,600	.....	.....	.....	.....
Oysters.....	109,810	641,500	61,510	.....	39,800	61,800	.....	.....	.....
Hides.....	.....	2,916,300	86,560	178,610	61,400	810,400	.....	.....	.....
Dry Goods.....	921,605	2,219,410	984,320	976,405	516,700	1,271,600	210,605	61,710	41,405
Furniture.....	84,500	46,500	41,600	33,700	21,000	68,700	16,300	.....	.....
Iron.....	1,067,300	1,047,400	703,700	158,660	118,100	1,164,500	204,400	.....	.....
Tobacco.....	74,300	98,210	61,800	331,700	26,500	68,400	11,300	.....	.....
Powder.....	31,400	42,100	71,200	.....	5,100	61,200	2,600	1,900	2,300
Granite and Marble.....	46,700	31,860	36,400	.....	8,600	25,700	.....	.....	.....
Vehicles and Machinery.....	69,500	61,400	81,700	.....	28,200	102,100	16,700	.....	.....
Drugs, Oils and Paints.....	98,710	103,610	73,815	69,810	41,700	75,600	21,405	1,315	.....
Groceries.....	2,716,320	2,318,515	1,371,610	1,067,305	697,205	1,964,305	333,610	83,415	61,710
Grain.....	5,931,700	361,210	841,500	310,000	128,400	191,400	52,000	.....	.....
Brick.....	113,300	41,700	6,100	.....	.....	.....	.....	.....	.....
Leather.....	26,100	26,810	3,200	.....	.....	21,300	.....	.....	.....
Guano and Manures.....	4,816,500	605,300	516,100	430,600	184,600	91,400	19,700	.....	.....
Cotton.....	1,421,000	.....	131,000	.....	.....	204,300	.....	.....	.....
Miscellaneous.....	1,007,230	1,064,515	994,020	573,735	177,665	899,380	60,055	47,635	18,660
Pig Iron.....	.....	.....	.....	.....	.....	764,000	.....	.....	.....
	22,701,800	22,738,100	9,874,800	8,781,700	3,295,000	9,546,000	1,253,500	327,000	256,600

II—Concluded.

COMMODITIES.	Benwood. Pounds.	Wheeling. Pounds.	Parkersburg. Pounds.	All other Points. Pounds.
Salt .....	.....	221,000	305,000	2,695,500
Coffee	5,308,481	3,497,710	10,444,891	1,381,610
Sugar	4,612,891	2,348,805	3,826,767	1,918,425
Molasses	849,000	985,520	763,910	713,100
Fish	1,845,005	1,373,810	2,080,100	421,305
Lumber .....	.....	.....	.....	939,800
Coal .....	.....	.....	.....	514,600
Plaster .....	.....	.....	.....	1,629,700
Oysters	301,300	253,700	493,000	581,400
Hides .....	.....	.....	.....	1,077,510
Dry Goods	11,419,610	6,381,410	8,368,510	4,896,415
Furniture .....	.....	.....	.....	83,700
Iron	316,500	131,610	.....	4,003,515
Tobacco	3,662,700	1,569,520	1,879,105	321,700
Powder .....	.....	114,600	69,800	161,400
Granite and Marble .....	.....	.....	.....	103,200
Vehicles and Machinery .....	.....	.....	.....	88,500
Drugs, Oils and Paints	73,615	131,810	161,700	128,615
Groceries	8,731,320	4,986,220	5,841,705	8,281,520
Grain .....	.....	.....	.....	18,413,200
Brick .....	.....	.....	.....	318,000
Leather	262,500	390,210	224,100	641,500
Guano and Manures .....	.....	.....	.....	6,747,300
Cotton .....	.....	.....	.....	619,810
Miscellaneous	7,113,774	1,384,107	1,647,135	3,201,475
Pig Iron	271,000	4,915,810	.....	512,500
	44,767,696	28,685,842	36,105,723	60,395,300

RECAPITULATION.

Ellicott's Mills.....	22,701,800
Frederick.....	22,738,100
Harper's Ferry.....	9,874,800
Winchester	8,781,700
Martinsburg	3,295,000
Cumberland.....	9,546,000
Piedmont	1,253,500
Grafton.....	327,000
Moundsville.....	256,600
Benwood.....	44,767,696
Wheeling.....	28,685,842
Parkersburg	36,105,723
Other Points	60,395,300
Total in Pounds.....	248,729,061
Total in Tons.....	124,364,102.11

TOTALS OF ARTICLES

REFERRED TO ON TABLE H.

Salt,.....	5,950,800
Coffee,	22,393,942
Sugar,	15,208,523
Molasses,	5,078,280
Fish,	7,590,650
Lumber,	8,503,900
Coal,	3,331,200
Plaster,.....	7,924,700
Oysters,	2,543,620
Hides,	5,130,720
Dry Goods,	38,260,705
Furniture,.....	396,000
Iron,	8,915,625
Tobacco,.....	8,105,335
Powder,.....	563,600
Granite and Marble,.....	252,460
Vehicles and Machinery,.....	448,100
Drugs, Oils and Paints,.....	981,705
Groceries,	38,354,760
Grain,.....	26,209,310
Brick,.....	479,100
Leather,.....	1,605,720
Guano and Manures,.....	13,411,500
Cotton,	2,436,110
Miscellaneous,	18,189,386
Pig Iron,.....	6,463,310
<hr/>	
Totals in Pounds,.....	248,729,061

I.

STATEMENT.

SHOWING AMOUNT OF TONNAGE AND ITS MILEAGE Forwarded Westwardly from Baltimore
Over the MAIN STEM and N. W. V. A. ROAD, during the official year ending
September 30, 1858.

STATIONS.	Miles.	Actual Tonnage. Pounds.	Tonnage as per Miles. Pounds.	STATIONS.	Miles.	Actual Tonnage. Pounds.	Tonnage as per Miles. Pounds.
Relay.....	9	4,360,900	39,248,100	South Branch.....	162	128,700	20,849,400
Avalon.....	10	6,322,900	63,229,000	Green S. Run.....	163	550,200	89,682,600
Ilchester.....	13	16,470,600	214,117,800	Patterson's Creek..	170	613,400	104,278,000
Ellicott's Mills....	15	22,701,800	340,527,000	CUMBERLAND.....	178	9,546,000	1,699,188,000
Elysville.....	20	1,173,200	23,464,000	Brady's Mill.....	185	129,300	23,920,500
Woodstock.....	21	1,284,700	32,117,500	New Creek.....	201	1,198,900	240,978,900
Marriottsville.....	27	581,200	15,692,400	PIEDMONT.....	206	1,253,500	258,221,000
Sykesville.....	31	2,196,600	68,094,600	Bloomington.....	207	65,900	13,641,300
Hood's Mill.....	34	1,375,600	45,770,400	Altamont.....	223	69,200	15,431,600
Woodbine.....	37	1,758,300	65,057,100	Oakland.....	232	260,300	60,389,600
Mount Airy.....	43	3,508,900	150,882,700	Cranberry Summit..	242	468,500	113,377,000
Monrovia.....	50	2,529,500	126,475,000	Rowlesburg.....	253	171,600	43,414,800
Ijamsville.....	53	607,700	32,208,100	Tunnelton.....	260	312,000	81,120,000
FREDERICK.....	61	22,738,100	1,387,024,100	Independence.....	269	454,000	121,463,600
Buckeystown.....	62	669,600	41,515,200	Thornton.....	273	187,000	51,051,000
Adamstown.....	63	601,700	37,907,100	GRAFTON.....	279	327,000	91,233,000
Point Rocks.....	69	1,372,600	94,709,400	Fetterman.....	281	296,400	83,288,400
Catoctin.....	70	40,000	2,800,000	Valley Falls.....	287	23,500	6,744,500
Berlin.....	75	727,600	54,570,000	Newzain Mills.....	290	13,500	3,915,000
Knoxville.....	77	718,100	55,293,700	Benton's Ferry.....	297	104,400	31,006,800
HARPER'S FERRY.....	81	9,874,800	799,858,800	Fairmont.....	302	535,800	161,811,600
WINCHESTER.....	81	8,781,700	711,317,700	Barnesville.....	303	530,600	160,771,800
Duffield's.....	87	195,200	16,982,400	Barrackville.....	306	69,600	21,297,600
Kernysville.....	92	735,500	67,666,000	Farmingington.....	312	53,900	16,816,800
Vancleavesville....	95	97,000	9,215,000	Mannington.....	319	189,600	60,482,400
MARTINSBURG.....	100	3,295,000	329,500,000	Bellton.....	343	30,800	10,564,400
North Mountain....	107	644,100	68,918,700	Burton.....	350	124,600	41,118,000
Cherry Run.....	113	268,700	30,363,100	Cameron.....	351	265,300	93,120,300
Sleepy Creek.....	117	59,400	6,949,800	Glen Easton.....	356	25,400	9,042,400
Hancock.....	122	1,146,000	139,812,000	MOUNDSVILLE....	368	256,600	94,428,800
Sir John's Run....	128	353,900	45,299,200	BENWOOD.....	375	44,767,696	16,787,886,000
Great Cacapon.....	131	88,100	11,541,100	WHEELING.....	379	28,685,842	10,871,934,118
Paw Paw.....	152	75,500	11,476,000	PARKERSBURG.....	383	36,105,723	13,828,491,909
Little Cacapon.....	156	47,300	7,378,800	PARKO. WAY POINT ..	....	3,512,500	1,053,750,000
Total of Tonnage and Mileage on Main Stem.....					248,729,061	51,511,692,927	
Total Tonnage and Mileage of Washington Branch freight over Main Stem for 9 miles.....					106,374,500	957,370,500	
Entire Tonnage over Main Stem and N. W. Va. Road from Baltimore...					355,103,561	52,469,063,427	

J.

ABSTRACT OF COMMODITIES TRANSPORTED EASTWARDLY,

From the several Stations on the Main Stem of the Baltimore and Ohio Railroad, to Baltimore, during the Twenty-seven Official Years, commencing October 1, 1831, and ending September 30, 1858, inclusive.

ARTICLES TRANSPORTED.	1832. Tons.	1833. Tons.	1834. Tons.	1835. Tons.	1836. Tons.	1837. Tons.	1838. Tons.
Flour.....	146,936 bbls. 12,610	169,957 bbls. 16,390	182,211½ bbls. 27,630	268,162 bbls. 25,862	174,643 bbls. 16,845	113,870 bbls. 11,569	142,412½ bbls. 15,391
Tobacco.....	.....	631 bbls 351	801 bbls 312	2,309 bbls 898	2,377 bbls 913	2,328 bbls 908	1,468 bbls 624
Grain.....	353	280	523	1,500	2,348	1,848	11,106
Meal, &c.....	512	1,056	741	2,463	2,349	2,660	1,920
Provisions.....	29	289	161	53	354	737	647
Live Stock.....	.....	51	23	46	71	16	834
Whiskey.....	66	69	130	208	244	295	413
Granite, lime, soap and limestone.....	8,332	13,343	10,592	8,626	9,269	10,031	7,812
Iron.....	1,574	1,143	1,548	2,523	3,796	4,833	3,269
Iron Ore.....	.....	.....	.....	.....	.....	.....	.....
Lard and Butter.....	.....	.....	.....	.....	.....	.....	.....
Coal.....	.....	.....	.....	.....	.....	.....	.....
Fire-Wood.....	.....	.....	.....	.....	.....	.....	.....
Leather.....	.....	.....	.....	.....	.....	.....	.....
Bark.....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick.....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	5,766	4,194	4,562	5,400	4,616	7,799	3,647
TOTAL TONS.....	29,416	37,166	36,192	46,979	40,805	40,696	45,663

J.—Continued.

ARTICLES TRANSPORTED.	1839. Tons.	1840. Tons.	1841. Tons.	1842. Tons.	1843. Tons.	1844. Tons.	1845. Tons.
Flour	264,033½ bbls 28,516	392,449½ bbls 42,383	255,618 bbls. 27,642	233,536 bbls. 25,233	266,146½ bbls 28,744	241,550 bbls. 26,066	235,602½ bbls 25,446
Tobacco.....	861 hhds 368	2,115 hhds 900	1,367 hhds 572	1,884 hhds 769	3,456 hhds 1,510	3,598 hhds 1,517	6,770½ hds. 2,885
Grain.....	1,263	2,004	166	255	2,508	1,878	1,923
Meal, &c.....	1,429	2,373	1,012	885	1,001	1,102	1,370
Provisions.....	451	414	502	201	2,870	2,403	2,352
Live Stock.....	427	432	671	326	1,219	4,669	5,172
Whiskey.....	468	492	395	26	566	733	730
Granite, lime, soap and limestone...	4,121	5,218	4,225	3,399	2,597	4,501	5,644
Iron.....	5,006	3,030	1,024	1,389	2,485	3,552	4,810
Iron Ore.....	.....	.....	.....	.....	.....	.....	.....
Lard and Butter.....	.....	.....	.....	.....	.....	.....	.....
Coal.....	.....	.....	.....	.....	476	780	1,206
Fire-Wood .....	.....	.....	.....	.....	4,964	5,687	16,021
Leather.....	.....	.....	.....	.....	.....	.....	.....
Bark.....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick .....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	2,803	3,257	4,273	4,133	3,694	4,219	3,502
TOTAL TONS.....	44,852	60,503	40,482	36,616	52,634	57,107	71,061

J.—Continued.

ARTICLES TRANSPORTED.	1846. Tons.	1847. Tons.	1848. Tons.	1849. Tons.	1850. Tons.	1851. Tons.	1852. Tons.
Flour	412,776½ bbls	579,870½ bbls	416,110½ bbls	469,261 bbls.	508,127 bbls.	471,872 bbls.	617,604½ bbls
Tobacco.....	44,586	62,599	44,717	50,007	54,636	50,969	66,377
Grain	5,539 hhds	4,130 hhds	5,582 hhds	4,496 hhds	2,217 hhds	3,423 hhds	2,537 hhds
Meal, &c.....	2,344	1,700	2,322	1,761	776	1,263	950
Provisions.....	1,172	6,693	1,475	3,247	818	4,684	4,991
Live Stock.....	1,394	1,967	1,593	1,532	1,408	2,491	3,174
Whiskey.....	3,192	3,824	4,705	3,808	2,121	2,258	2,411
Granite, lime, soap and limestone...	4,382	8,204	12,713	18,991	14,863	14,553	14,557
Iron Ore.....	547	700	1,111	1,078	807	755	778
Lard and Butter.....	5,205	6,030	6,081	4,358	5,469	6,796	8,378
Coal.....	7,543	8,855	7,326	6,722	7,556	10,956	6,511
Fire-Wood	1,661	1,489	1,752	3,123	2,470	4,386	2,726
Leather.....	18,394	50,259	67,289	1,767	987	585	435
Bark.....	.....	.....	.....	71,699	132,534	139,110	132,306
Fire-Brick.....	.....	.....	.....	91	88	662	437
Cotton.....	.....	.....	.....	696	956	1,257	1,103
Wool.....	.....	.....	.....	1,169	559	1,188	1,781
Lard Oil.....	.....	.....	.....	1,508	962	1,071	931
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	4,250	6,136	7,861	3,353	3,288	3,738	4,397
TOTAL TONS.....	94,670	158,466	157,405	176,610	230,388	246,724	252,243

J.—Concluded.

ARTICLES TRANSPORTED.	1853. Tons.	1854. Tons.	1855. Tons.	1856. Tons.	1857. Tons.	1858. Tons.
Flour	666,169 bbls.	709,495 bbls.	533,320½ bbls	910,696 bbls.	791,585½ bbls	986,001½ bbls
Tobacco.....	70,185	76,625	53,332	91,059	79,158	98,600
Grain.....	18,982 hhds	14,543 hhds	13,081 hhds	16,829 hhds	11,440 hhds	30,943 hhds
Meal, &c.....	8,857	7,333	6,420	7,337	5,438	14,939
Provisions.....	9,610	11,675	7,498	27,231	15,371	21,948
Live Stock	2,362	1,773	1,302	2,489	1,699	3,610
Whiskey	5,631	32,927	24,706	36,012	26,287	31,149
Granite, lime, soap and limestone..	12,481	17,477	21,913	26,208	21,750	23,416
Iron.....	1,223	4,858	9,491	15,133	18,294	19,304
Iron and Copper Ore	9,906	8,666	5,949	7,040	6,954	4,898
Lard and Butter.....	7,852	7,526	6,993	5,350	5,280	5,548
*Coal.....	6,192	12,883	7,882	6,990	12,113	8,090
Fire-Wood	1,200	9,707	4,708	5,876	6,464	5,272
Leather.....	308,890	444,817	451,870	446,013	490,943	310,529
Bark	104	755	913	1,022	263	124
Fire-Brick	1,363	2,368	2,367	2,643	2,191	2,489
Cotton.....	913	1,151	2,341	1,787	4,106	2,507
Wool	1,942	1,348	1,236	3,519	1,453	733
Lard Oil	1,158	619	480	556	171	672
Lumber	113	198	679	1,226	1,202	684
Hay.....	45	1,744	1,287	1,713	1,484	1,061
Hemp.....	48	-2,191	3,605	6,214	11,655	8,127
Flaxseed	509	491	140	364	315	167
Miscellaneous	464	3,500	2,074	1,216	442	530
	6	3	19	14	3	4
	8,427	10,959	5,384	6,365	9,969	13,674
TOTAL TONS.....	459,495	661,597	622,589	703,377	723,019	†578,085

* 22,267 Tons 19 cwt. of Way Coal not included.

† This aggregate embraces the fractions of Tons.

K—Continued.

DATE.	TOBACCO.				GRAIN.				PORK & BACON.				IRON.				LEATHER.			
	Hhds	Tons.	cwt.	qrs	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.
1857—October....	11	4	5	0	0	87	6	0	4	301	16	3	5	.....	.....	.....	37	9	0	10
November	3	1	7	3	18	330	4	1	24	466	15	1	5	.....	.....	.....	2	15	2	2
December	142	60	10	2	22	160	10	2	1	831	11	2	4	.....	.....	.....	17	7	0	15
1858—January....	561	245	15	2	3	0	13	1	18	1,302	14	0	18	.....	.....	.....	13	13	1	16
February	753	334	17	0	18	58	19	0	24	1,924	3	0	2	.....	.....	.....	2	11	3	22
March.....	1,688	738	12	3	8	70	18	0	11	2,401	17	2	4	.....	.....	.....	17	11	2	6
April.....	1,004	434	13	3	16	173	12	1	24	2,447	13	3	6	.....	.....	.....	14	9	0	1
May.....	1,300	575	10	3	1	329	18	0	11	559	19	0	7	.....	.....	.....	17	4	3	10
June.....	1,291	546	8	3	23	.....	.....	.....	.....	174	16	1	1	.....	.....	.....	29	9	3	23
July.....	2,432	1,025	15	3	20	.....	.....	.....	.....	367	10	0	10	.....	.....	.....	15	16	3	14
August.....	1,074	453	7	3	18	386	19	1	8	1,102	8	1	5	.....	.....	.....	15	18	1	24
September	507	233	3	0	7	230	6	1	0	770	19	2	15	.....	.....	.....	38	16	0	4
	10,766	4,654	9	3	4	1,829	8	0	0	12,742	5	2	7	.....	.....	.....	223	3	3	22

K—Concluded.

DATE.	WHISKEY.				LARD & BUTTER.				LARD OIL.				MISCELLANEOUS.				
	Bbbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.
1857—October ...	4,637	779	7	0	0	34	16	3	9	12	18	2	19	264	16	2	7
November	5,579	935	8	2	10	132	14	1	16	51	11	1	21	161	17	2	12
December	4,993	846	3	1	4	143	4	0	5	0	11	0	10	112	15	2	8
1858—January...	4,871	816	0	3	4	339	15	3	2	.....	.....	.....	.....	110	9	1	6
February	2,672	462	15	0	15	378	5	3	15	13	14	1	20	142	15	1	8
March	4,350	763	0	1	15	162	16	3	19	35	6	1	9	472	3	1	10
April	6,807	1,175	10	3	3	44	0	1	5	0	18	3	0	658	6	1	4
May	3,774	657	15	3	20	11	14	2	5	6	7	0	7	253	16	0	19
June	996	172	7	0	21	16	11	1	19	0	3	2	1	212	12	1	9
July	1,901	355	12	1	20	21	13	1	9	4	9	0	0	44	18	2	13
August	6,383	1,091	10	2	15	115	14	2	15	7	12	1	0	146	15	1	6
September	11,109	1,907	16	0	23	125	18	2	7	41	2	2	5	279	9	0	0
	58,072	9,963	8	2	0	1,527	6	3	1	174	15	0	17	2,806	15	2	2

RECAPITULATION OF TABLE K.

			Tons.	cwt.	qrs.	lbs.
624	Bales	Cotton.....	152	10	3	5
3,850	Do.	Wool.....	354	3	0	23
531	Do.	Hemp.....	113	19	2	10
334,044½	Bbbs.	Flour....	33,404	9	0	0
10,766	Hhds.	Tobacco.....	4,654	9	3	4
		Grain.	1,829	8	0	0
		Pork and Bacon.....	12,742	5	2	7
		Iron'	0	7	2	19
		Leather.....	223	3	3	22
58,072	Bbbs.	Whiskey.....	9,963	8	2	0
		Lard and Butter.....	1,527	6	3	1
		Lard Oil.....	174	15	0	17
		Miscellaneous.....	2,860	15	2	2
Tons*.....			68,001	3	2	10

* This aggregate includes 5,000 tons of the through receipted flour that was loaded at Wheeling and Moundsville.

L—Continued.

DATE.	TOBACCO.			GRAIN.			FLAXSEED.			MEAL & SHORTS.			PORK & BACON.		
	Hhds.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	Tons.	cwt.	qrs.
1857—October	18	6	8	0	20	505	0	1	17	292	17	3	3	16	3
November	8	2	19	1	20	1,110	5	1	22	251	19	1	6	11	3
December	113	43	14	3	8	391	12	2	11	208	12	1	292	15	2
1858—January	362	154	2	3	11	640	13	0	4	256	6	0	674	6	3
February	311	143	8	2	24	959	6	0	23	192	5	2	273	4	1
March	1,063	472	1	1	9	1,747	4	2	7	291	2	3	613	18	3
April	658	293	11	2	7	1,445	7	3	19	301	12	0	933	4	2
May	1,494	668	5	2	10	1,669	5	2	12	167	17	0	647	1	1
June	3,352	1,647	2	2	3	1,637	17	0	3	254	14	1	239	12	0
July	1,370	579	4	3	8	751	15	2	15	300	1	0	74	19	0
August	1,380	528	17	0	14	1,978	10	1	16	232	15	1	10	12	3
September	469	174	1	2	16	1,177	10	0	15	241	11	2	4	14	2
	10,598	4,713	18	2	0	14,014	9	0	14	2,991	15	2	3,774	19	0

L.—Concluded.

DATE.	FIRE BRICK.			HAY.			MISCELLANEOUS.			FLOUR from Washing- ton Branch.	
	Tons.		lbs.	Tons.		lbs.	Tons.	cwt.	qrs.	lbs.	Barrels.
	cwt.	qrs.		cwt.	qrs.						
1857—October	26	14	2	0	...	...	522	12	0	5	3,142 $\frac{1}{2}$
November .....	...	...	...	...	...	...	697	17	0	19	1,505 $\frac{3}{4}$
December	18	17	0	0	33	0	581	18	3	4	1,154
1858—January	18	16	0	0	10	9	563	9	0	21	161
February	35	0	0	0	17	2	603	18	2	8	.....
March .....	...	...	...	...	13	7	1,006	5	0	23	1,195
April	182	7	0	0	13	14	1,261	4	0	4	980
May	154	8	0	0	1	15	672	0	3	17	1,526 $\frac{1}{2}$
June	76	10	0	0	33	1	662	17	1	14	423
July	95	16	0	0	...	...	488	8	3	8	3,217
August	89	15	0	0	...	...	388	18	3	13	3,693
September	35	0	0	0	3	5	341	17	1	10	3,452 $\frac{1}{2}$
	733	3	2	0	167	18	7,851	8	1	21	20,450

RECAPITULATION OF TABLE L.

	Tons.	cwt.	qrs.	lbs.
515 Bales Cotton	126	9	0	23
1,521 " Wool	128	2	1	21
828 " Hemp	194	7	1	7
351,444 Bbls. Flour	35,144	8	0	0
10,598 Hhds. Tobacco	4,713	18	2	0
Grain	14,014	9	0	14
Flaxseed	1	6	1	15
Meal and Shorts	2,991	15	2	19
Pork and Bacon	3,774	19	0	22
Fire Wood	124	2	0	0
Granite	4,064	15	0	0
Copper Ore	330	1	0	0
Lime	357	11	3	15
Soap Stone	476	18	0	0
Iron	5,548	7	0	0
Iron Ore, &c.	7,759	14	0	0
Leather	1,726	3	1	16
26,504 Bbls. Whiskey	4,592	15	2	5
Bark	2,468	16	1	14
Lard and Butter	1,525	13	3	22
Lard Oil	259	2	3	21
Live Stock	19,087	10	0	0
Lumber	6,311	1	1	12
*Coal	297,993	10	0	0
Fire Brick	733	3	2	0
Hay	167	18	1	14
Miscellaneous	7,851	8	1	21
	422,468	8	3	11
*Add quantity of Coal on which freight was prepaid.....	23,717	0	0	0
Total.....	446,185	8	3	11

M.

ABSTRACT OF PACKAGES LOADED AT BENWOOD,

By the Baltimore and Ohio Railroad Company, and forwarded to Baltimore,—being “Through Freights” receipted at points beyond the Ohio River, and brought over the Central Ohio Railroad, from 1st October, 1857, to 30th September, 1858.

MONTHS.	Bbbs. Flour.	Bbbs. Pork.	Bbbs. Lard.	Bbbs. Beef.	Bbbs. Seed.	Bbbs. Butter.	Bbbs. Whiskey.	Bbbs. Alcohol.	Tierces ams.	Tres. Lard.	Kegs Lard.	Kegs Butter.	Casks Bacon.
1857—October	31,185	.....	70	.....	.....	70	2,196	1,999	62	2	1	132	512
November	34,305	1,694	957	.....	.....	44	3,198	2,757	.....	89	197	62	403
December	43,264	1,211	435	11	.....	70	2,932	1,823	.....	104	1,322	116	914
1858—January	16,998	297	833	40	29	138	1,814	2,306	180	865	1,058	22	2,227
February	11,256	3,353	733	.....	.....	121	1,504	1,241	269	1,437	472	22	2,659
March	25,731	1,290	168	20	11	131	2,922	1,172	541	469	248	68	4,106
April	33,710	1,501	262	49	.....	73	5,704	1,035	673	1	27	20	3,879
May	17,105	117	31	11	.....	37	2,436	990	340	.....	45	47	750
June	8,192	.....	.....	10	.....	26	1,031	220	210	.....	26	154	186
July	8,249	173	7	.....	.....	5	1,742	25	431	68	4	70	506
August	22,297	347	392	.....	.....	45	4,602	1,777	667	124	432	67	2,022
September	49,787	489	78	14	.....	92	8,139	1,906	228	313	423	344	1,223
Total	302,079	10,472	3,973	155	40	852	38,220	17,251	3,601	3,472	4,255	1,174	19,387

M—Continued.

DATE.	Boxes Bacon.	Boxes. Malt.	Bags Feathers.	Bales Wool.	Bales Hemp.	Bales Cotton.	Ilhds. Tobacco.	Hides.	Bbls. Apples.	Boxes Soap Candles.	Rolls Leather.	Bbls. Oil.	Sacks Potatoes.
1857—October .....	.....	8	.....	175	28	.....	11	1,639	.....	.....	449	.....	.....
November .....	.....	.....	133	66	3	.....	3	51	.....	.....	23	50	.....
December	25	160	23	15	.....	.....	152	153	422	560	256	5	.....
1858—January	287	62	36	3	.....	.....	585	57	176	45	228	.....	.....
February	101	.....	4	.....	.....	.....	851	68	26	1,385	59	99	.....
March	209	.....	10	20	.....	.....	1,646	812	511	612	197	213	541
April	12	.....	3	28	.....	.....	1,030	110	210	976	81	9	6,463
May	11	.....	21	20	.....	.....	1,320	112	.....	.....	227	29	2,029
June	5	.....	10	38	30	.....	1,273	214	.....	4	252	.....	1,646
July	5	.....	4	1,361	.....	.....	2,318	234	.....	.....	115	1	.....
August .....	.....	.....	476	765	.....	153	913	114	.....	400	391	26	.....
September	1	.....	941	292	104	44	513	626	.....	575	312	184	.....
.....	656	230	1,716	2,783	165	197	10,616	4,190	1,345	4,557	2,590	616	10,679

M—Concluded.

DATE.	Barrels of Eggs.	Barrels of Tallow.	Bags Seed and Grain.	Lands Bacon.	Bales Br'm Corn.	Boxes Cheese.	Boxes Cheese.	Miscellaneous.	Total Packages.	Total Pounds.	Freight.
1857—October .....	.....	.....	782	.....	1,130	.....	.....	2,640	43,274	9,146,410	31,031 00
November .....	.....	.....	2,737	.....	136	.....	.....	1,388	48,318	11,163,258	36,188 29
December .....	.....	.....	1,450	1	84	100	.....	639	56,148	12,601,898	49,838 85
1858—January .....	.....	3	9	1	101	.....	.....	1,507	29,921	9,029,231	33,379 97
February	264	1	243	.....	.....	.....	.....	1,180	29,793	8,966,471	32,133 43
March	304	40	129	.....	177	.....	2,445	2,275	49,459	14,287,690	50,463 82
April	770	1	1,388	.....	.....	.....	4,886	1,619	61,334	16,440,893	52,461 52
May	519	3	137	.....	.....	.....	1,700	428	26,765	7,259,116	23,823 87
June	256	.....	.....	.....	.....	.....	800	502	15,092	3,854,322	12,888 99
July	126	28	.....	.....	.....	.....	100	347	15,919	5,406,762	19,191 05
August	110	1	5,937	.....	.....	.....	75	1,485	43,618	11,716,463	34,189 20
September	83	1	2,546	.....	.....	100	403	4,727	74,488	16,681,173	48,130 30
Total	2,432	78	15,358	2	1,628	200	10,409	18,737	494,129	126,553,687	\$423,720 29

Total Tonnage 126,553,687 pounds, equal to 63,276 Tons.

N—Continued.

DATE.	TOBACCO.					GRAIN.					FLAXSEED.					MEAL AND SHORTS.					PORK AND BACON.				
	Hhds.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.				
1857--October..	5	4	9	1	20	569	8	0	1	.....	.....	.....	.....	.....	45	13	0	5	.....	.....	.....	
November.	11	6	18	0	15	450	17	1	12	.....	.....	.....	.....	.....	491	12	2	18	.....	.....	.....	
December..	48	24	12	1	0	286	18	0	24	.....	.....	.....	.....	.....	1,054	9	1	16	.....	.....	.....	
1858--January.	322	173	0	3	11	149	18	2	7	.....	.....	.....	.....	.....	1,666	13	1	1	.....	.....	.....	
February	540	327	19	1	8	249	15	0	15	.....	.....	.....	.....	.....	1,870	0	2	21	.....	.....	.....	
March....	1,212	673	8	2	12	487	0	3	19	.....	.....	.....	.....	.....	2,472	0	0	6	.....	.....	.....	
April....	1,535	962	3	1	14	725	4	3	11	.....	.....	.....	.....	.....	3,507	18	0	0	.....	.....	.....	
May	1,799	1,056	7	0	6	1,010	13	2	8	.....	.....	.....	.....	.....	1,652	10	2	2	.....	.....	.....	
June.....	1,904	1,227	17	0	19	710	2	2	11	.....	.....	.....	.....	.....	875	10	1	2	.....	.....	.....	
July	1,313	780	18	3	17	136	16	0	19	.....	.....	.....	.....	.....	676	16	1	16	.....	.....	.....	
August..	578	265	16	1	22	606	12	0	24	.....	.....	.....	.....	.....	306	6	0	10	.....	.....	.....	
Septemb.	311	127	19	0	14	621	9	3	14	.....	.....	.....	.....	.....	12	9	2	0	.....	.....	.....	
	9,579	5,571	10	3	8	6,104	17	2	15	.....	.....	.....	.....	.....	619	2	3	4	.....	.....	.....	
										.....	.....	.....	.....	.....	14,631	19	3	22	.....	.....	.....	

N—Continued.

DATE,	IRON ORE AND MANGANESE,				LEATHER.				WHISKEY.				BARK.				LARD & BUTTER,				
	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	
1857—October	8	2	14	26	19	1	15	848	148	2	0	20	.....	.....	.....	.....	8	11	2	1
November	2,528	610	18	3	11	.....	.....	.....	.....	68	6	3	2
December	14	16	3	18	2,268	381	19	2	20	.....	.....	.....	.....	290	4	1	16
1858—January	36	3	1	3	4,469	754	16	3	15	.....	.....	.....	.....	298	5	0	7
February	20	1	3	4	2,030	295	14	2	20	.....	.....	.....	.....	414	7	2	1
March	19	12	0	18	1,404	236	18	2	1	.....	.....	.....	.....	223	3	3	10
April	106	14	2	12	3,070	529	19	2	15	.....	.....	.....	.....	500	3	1	24
May	78	11	0	24	3,976	706	11	0	19	16	4	0	0	252	3	1	14
June	109	0	1	13	1,578	272	11	2	20	.....	.....	.....	.....	60	13	3	2
July	61	15	3	21	2,112	364	17	2	0	.....	.....	.....	.....	69	10	3	7
August	32	5	0	4	1,592	277	13	2	0	.....	.....	.....	.....	23	7	1	12
September,	33	14	0	18	1,002	167	18	3	23	.....	.....	.....	.....	10	11	3	12
.....	8	2	14	539	15	0	0	27,877	4,748	3	1	14	38	12	0	0	2,219	9	3	8

N—Continued.

DATE.	LARD OIL.				LIVE STOCK				LUMBER.				MISCELLANEOUS.			
	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.
1857—October.....	36	15	3	5	365	10	0	0	937	12	0	0	167	13	2	2
November.....	26	8	2	10	594	10	0	0	51	5	0	0	356	10	3	19
December	12	10	0	19	495	0	0	0	.....	.....	.....	.....	120	11	1	9
1858—January.....	66	6	0	20	464	0	0	0	.....	.....	.....	.....	196	10	1	10
February.....	53	17	0	0	99	0	0	0	10	9	0	0	155	13	1	8
March.....	24	12	2	3	322	10	0	0	14	8	0	0	319	14	0	4
April.....	176	14	0	2	326	10	0	0	.....	.....	.....	.....	824	17	0	3
May.....	88	7	1	21	420	10	0	0	87	6	0	0	408	17	0	15
June.....	103	7	1	21	321	10	0	0	90	8	0	5	209	3	3	10
July.....	27	0	0	0	187	10	0	0	215	18	0	0	95	7	0	10
August.....	8	6	1	0	433	10	0	0	143	16	0	0	64	18	2	13
September	0	17	1	5	298	10	0	0	171	14	0	0	42	6	1	0
	627	2	3	6	4,328	10	0	0	94	0	0	0	2,962	3	2	3
									1,816	16	1	5				

RECAPITULATION OF TABLE N.

	Tons.	cwt.	qrs.	lbs.
1,546 Bales Cotton.....	393	1	2	21
2,199 " Wool.....	202	6	3	18
980 " Hemp.....	222	11	2	16
300,513 Bbls. Flour.....	30,051	6	0	0
9,579 Hhds. Tobacco.....	5,571	10	3	8
Grain.....	6,104	17	2	15
Flaxseed.....	2	16	3	15
Meal and Shorts.....	619	2	3	4
Pork and Bacon.....	14,631	19	3	22
Iron Ore, &c.....	0	8	2	14
Leather.....	539	15	0	0
27,877 Bbls. Whiskey.....	4,748	3	1	14
Bark.....	38	12	0	0
Lard and Butter.....	2,219	9	3	8
Lard Oil.....	627	2	3	6
Live Stock.....	4,328	10	0	0
Lumber.....	1,816	16	0	5
Miscellaneous.....	2,962	3	2	3
	*75,080	15	2	19

* Of this total, 70,571 tons were loaded at Parkersburg.

O.

ABSTRACT OF PACKAGES LOADED AT WHEELING

By the Baltimore and Ohio Railroad Company, and forwarded to Baltimore, including Live Stock from Central Ohio Road, and other "Through Freight" from beyond Wheeling, by river and rail, during the year ending September 30, 1858.

DATE.	Bbbs. Flour.	Bbbs. Pork.	Bbbs. Lard.	Bbbs. Beef.	Bags & Bbbs. Seed.	Bbbs. Butter.	Bbbs. Whiskey.	Bbbs. Alcohol.	Tierces Hams.	Bbbs. Eggs.	Kegs Lard.	Kegs Butter.	Casks Bacon.	Boxes Bacon.
1857—October.....	4,776	.....	.....	21	.....	86	31	251	.....	.....	.....	202	1	.....
November.....	9,667	51	104	180	33	76	697	125	.....	27	54	74	.....	.....
December.....	5,164	961	500	76	.....	123	970	200	86	21	562	103	155	.....
1858—January.....	3,967	1,804	1,348	180	23	172	1,288	308	43	67	1,082	60	392	102
February.....	2,725	.....	235	.....	4	114	1,717	.....	.....	142	314	5	281	224
March.....	11,137	1,381	366	206	149	164	1,539	100	322	206	139	27	424	516
April.....	10,446	1,507	878	.....	8	46	2,098	320	525	408	218	10	1,240	.....
May.....	7,696	1,469	72	.....	.....	23	2,236	886	356	320	172	145	712	.....
June.....	5,118	172	283	6	.....	29	1,412	510	485	71	18	232	318	.....
July.....	1,403	235	149	.....	.....	112	758	430	13	42	13	123	65	.....
August.....	1,228	.....	20	.....	148	59	631	137	.....	39	25	120	21	.....
September.....	1,710	.....	37	.....	763	18	1,084	460	.....	113	112	132	.....	.....
	65,037	7,580	3,992	669	1,128	1,022	14,521	3,727	1,830	1,456	2,709	1,233	3,609	842

O.—Continued.

DATE.	Bbbs. and Bags Potatoes.	Bags F'hrs.	Bags Wheat.	Bales Wool.	Bales Hemp.	Bales Cotton.	Hhds. Tob'co	Hides.	Bbbs. Apples.	Bags Dry Fruit.	Boxes Soap & Candles	Boxes Cheese	Rolls Leather.	Bbbs. Oil.
1857—October	26	.....	119	17	68	.....	.....	.....	20	.....	167	101	304	.....
November	465	51	1,255	17	30	.....	5	172	1,136	88	.....	64	232	.....
December	359	.....	448	5	30	31	105	.....	1,200	173	.....	514	327	82
1858—January	852	44	.....	.....	100	35	323	.....	1,809	95	300	99	108	4
February	1,086	.....	1,131	.....	53	16	276	.....	1,546	408	.....	.....	75	166
March	5,189	146	2,258	.....	121	101	859	59	5,767	451	.....	.....	61	80
April	11,564	55	1,626	31	221	112	549	.....	530	59	.....	500	257	208
May	1,092	134	5,338	6	178	449	962	.....	199	.....	292	800	157	485
June	701	25	1,394	40	102	100	1,930	500	.....	37	.....	.....	293	211
July .....	.....	.....	570	678	24	.....	694	.....	.....	.....	397	41	125	20
August .....	.....	.....	13	679	7	.....	183	.....	.....	.....	.....	45	132	.....
September .....	.....	.....	.....	184	.....	.....	21	.....	.....	.....	.....	219	182	.....
	21,334	455	14,152	1,657	934	844	5,907	731	12,207	1,311	1,156	2,383	2,253	1,256

O.—Concluded.

DATE.	Bags Feed.	Bags Seed and Grain.	Loads Bacon.	Hogs.	Sheep.	Horses	Cattle.	Miscella- neous Packages	Total Pounds o Baltimore & Philad'a.
1857—October	576	1,967	5	11,211	515	27	14	28	3,864,667
November	2,699	.....	9,171	191	8	.....	463	4,932,030
December	738	.....	15,542	80	13	.....	415	5,809,360
1858—January	225	14	13,381	834	29	231	510	7,129,736
February	1,998	7	4,816	883	115	404	611	4,502,623
March	2,340	8	7,538	1,584	298	424	2,788	9,742,035
April	730	2	6,771	1,118	140	613	1,314	10,259,761
May	835	.....	8,257	1,712	178	209	1,897	8,896,314
June	455	1	8,343	1,043	122	658	1,573	7,229,938
July	79	.....	3,262	1,979	22	51	2,835	2,787,631
August	261	.....	7,439	3,564	168	216	1,426	3,011,020
September	79	.....	10,324	1,640	101	109	1,785	3,488,912
	576	12,406	43	106,055	15,143	1,221	2,929	15,645	71,654,027

The freight collected by the Baltimore and Ohio Road upon the 71,654,027 pounds, or 35,827 tons was \$309,094.

P.

RETURN OF LIVE STOCK

Transported to **Baltimore**, from Stations upon the **Main Stem** of the *Balt. & Ohio Railroad*, during the fiscal year ending *Sept. 30, 1858*.

DATE.	H O G S.			S H E E P.			H O R S E S A N D M U L E S.			H O R N E D C A T T L E.		
	No.	W E I G H T.		No.	W E I G H T.		No.	W E I G H T.		No.	W E I G H T.	
		Tons.	cwt. qrs. lbs.		Tons.	cwt. qrs. lbs.		Tons.	cwt. qrs. lbs.		Tons.	cwt. qrs. lbs.
1857—October....	17,274	1,537	05 0 0	2,747	140	0 0 0	132	66	0 0 0	223	111	10 0 0
November.....	18,809	1,579	0 0 0	2,146	92	0 0 0	46	23	0 0 0	653	326	10 0 0
December.....	23,350	2,027	0 0 0	961	44	0 0 0	128	64	0 0 0	716	358	0 0 0
1858—January....	17,782	1,583	10 0 0	2,024	92	0 0 0	125	62	10 0 0	1,060	530	0 0 0
February.....	8,728	698	15 0 0	1,679	80	0 0 0	232	116	0 0 0	869	434	10 0 0
March.....	10,704	895	10 0 0	3,683	172	0 0 0	396	198	0 0 0	971	485	10 0 0
April.....	9,608	774	0 0 0	2,477	116	0 0 0	226	113	0 0 0	952	476	0 0 0
May.....	10,149	853	10 0 0	3,384	148	0 0 0	259	129	10 0 0	475	237	10 0 0
June.....	10,851	951	0 0 0	3,733	160	0 0 0	177	88	10 0 0	1,491	745	10 0 0
July.....	6,198	491	10 0 0	4,726	198	0 0 0	63	31	10 0 0	318	159	0 0 0
August.....	11,350	970	15 0 0	6,584	281	0 0 0	272	136	0 0 0	741	370	10 0 0
September.....	15,585	1,408	05 0 0	4,045	176	0 0 0	208	104	0 0 0	299	199	10 0 0
	160,388	13,760	0 0 0	38,129	1,699	0 0 0	2,264	1,132	0 0 0	8,868	4,434	0 0 0

RECAPITULATION.

160,388 Hogs..... Weighing 13,760
 38,129 Sheep..... " 1,699
 2,264 Horses and Mules..... " 1,132
 8,868 Cattle..... " 4,434

Tons..... 21,025

TOTAL SUMMARY—(including N. W. Va. Railroad.)

188,656 Hogs..... Weighing 15,981.10
 44,282 Sheep..... " 1,985.00
 2,549 Horses and Mules..... " 1,274.10
 12,876 Cattle..... " 6,438.00

248,363 Whole number of Tons..... 25,679.00

2. RETURN OF LIVE STOCK

Transported upon the Baltimore and Ohio Railroad into Baltimore, during the year ending September 30, 1858.

WHERE FROM.	H O G S.					S H E E P.					H O R S E S A N D M U L E S.					H O R N E D C A T T L E.				
	W E I G H T.					W E I G H T.					W E I G H T.					W E I G H T.				
	No.	Tons.	cwt.	qrs.	lbs.	No.	Tons.	cwt.	qrs.	lbs.	No.	Tons.	cwt.	qrs.	lbs.	No.	Tons.	cwt.	qrs.	lbs.
Wheeling.....	107,057	9,442	5	0	0	16,561	750	10	0	0	1,165	582	10	0	0	3,258	1,629	0	0	0
Moundsville.....	5,687	473	0	0	0	5,290	208	0	0	0	410	205	0	0	0	435	217	10	0	0
Cameron.....	9,825	828	10	0	0	95	4	0	0	0	14	7	0	0	0	.....	.....	.....	.....	.....
Barton.....	4,012	340	10	0	0	440	20	0	0	0	.....	.....	.....	.....	.....	15	7	10	0	0
Mannington.....	548	46	10	0	0	261	12	0	0	0	.....	.....	.....	.....	.....	103	51	10	0	0
Farmington.....	1,454	134	10	0	0	1,201	60	10	0	0	18	9	0	0	0	420	210	0	0	0
Barracksville.....	363	29	0	0	0	195	16	0	0	0	.....	.....	.....	.....	.....	24	12	0	0	0
Barnesville.....	5,142	431	10	0	0	1,808	76	0	0	0	1	0	10	0	0	189	90	0	0	0
Benton's Ferry.....	300	24	10	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57	28	10	0	0
Petterman.....	411	29	0	0	0	100	4	0	0	0	.....	.....	.....	.....	.....	442	221	0	0	0
Independence.....	485	37	0	0	0	69	4	0	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piedmont.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	21	0	0	0	.....	.....	.....	.....	.....
New Creek.....	712	77	10	0	0	627	28	0	0	0	1	0	10	0	0	83	41	10	0	0
Brady's Mill.....	370	37	0	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	178	89	0	0	0
Chamberland.....	1,186	101	5	0	0	1,028	44	0	0	0	579	289	10	0	0	299	149	10	0	0
Patterson's Creek	1,903	177	10	0	0	733	40	0	0	0	3	1	10	0	0	1,964	982	0	0	0
Green Spring.....	900	95	10	0	0	798	40	0	0	0	.....	.....	.....	.....	.....	246	123	0	0	0
Hancock.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0	10	0	0	.....	.....	.....	.....	.....
Cherry Run.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	0	0	0	5	2	10	0	0
North Mountain..	3,756	340	10	0	0	341	12	0	0	0	.....	.....	.....	.....	.....	155	77	10	0	0
Martinsburg.....	4,187	275	10	0	0	3,624	160	0	0	0	4	2	0	0	0	354	177	0	0	0
Duffields.....	399	40	10	0	0	304	16	0	0	0	20	10	0	0	0	31	15	10	0	0

R.

RETURN OF LIVE STOCK

Transported to Baltimore from the Stations upon the Northwestern Virginia Railroad, during the fiscal year ending Sept. 30th, 1858.

TRANSPORTATION TABLES.

DATE.	HOGS.				SHEEP.				HORSES AND MULES.				HORNED CATTLE.			
	No.	WEIGHT.				No.	WEIGHT.				No.	WEIGHT.				
		Tons. cwt. qrs. lbs.					Tons. cwt. qrs. lbs.					Tons. cwt. qrs. lbs.				
		Tons.	cwt.	qrs.	lbs.		Tons.	cwt.	qrs.	lbs.		Tons.	cwt.	qrs.	lbs.	
1857—October	3,222	302	10	0	0	277	12	0	0	0	26	13	0	0	0	0
November ..	5,939	482	0	0	0	364	16	0	0	0	....	...	...	0	0	0
December ..	5,763	461	0	0	0	...	...	...	...	...	2	1	0	0	0	0
1858—January	3,623	268	10	0	0	600	24	0	0	0	109	54	10	0	0	0
February ..	100	8	10	0	0	175	8	0	0	0	....	...	...	...	...	0
March.....	983	58	0	0	0	1,657	85	10	0	0	70	35	0	0	0	0
April.....	1,697	109	10	0	0	170	8	0	0	0	64	32	0	0	0	0
May	2,242	171	0	0	0	422	20	0	0	0	....	...	...	...	...	0
June.....	1,612	113	10	0	0	1,608	72	10	0	0	3	1	10	0	0	0
July.....	235	21	10	0	0	213	8	0	0	0	1	0	10	0	0	0
August.....	1,199	96	0	0	0	241	12	0	0	0	10	5	0	0	0	0
September ..	1,653	129	10	0	0	426	26	0	0	0	....	...	...	...	...	0
	28,268	2,221	10	0	0	6,153	286	0	0	0	285	142	10	0	0	0
																4,008
																2,004
																0

RECAPITULATION.

	Tons.	cwt.
28,268 Hogs.....	2,221	10
6,153 Sheep	285	0
285 Horses and Mules	142	10
4,008 Cattle	2,004	0
	<hr/>	
Tons....	4,654	0

TRANSPORTATION TABLES.

R.—Concluded.

WHERE FROM.	HOGS.				SHEEP.				HORSES AND MULES.				HORNED CATTLE.					
	No.	WEIGHT.				No.	WEIGHT.				No.	WEIGHT.						
		Tons.	cwt.	qrs.	lbs.		Tons.	cwt.	qrs.	lbs.		Tons.	cwt.	qrs.	lbs.			
Parkersburg.....	22,540	1,776	0	0	0	3,761	182	0	0	0	266	133	0	0	2,174	1,087	0	0
Claysville.....	1,199	17	0	0	0	170	8	0	0	0	...	...	...	...	11	5	10	0
Ellenboro'.....	106	8	10	0	0	309	12	0	0	0	...	...	...	...	12	6	0	0
Pennsboro'.....	848	66	0	0	0	.....	...	...	...	...	...	...	...	...	15	7	10	0
West Union.....	1,864	156	10	0	0	.....	...	...	...	...	...	...	...	...	52	26	0	0
Wilsonburg.....	193	16	10	0	0	280	12	0	0	0	...	...	...	...	236	118	0	0
Clarksburg.....	462	38	0	0	0	80	4	0	0	0	9	4	10	0	190	95	0	0
Bridgport.....	1,680	118	0	0	0	1,004	44	0	0	0	10	5	0	0	1,032	516	0	0
Flemmington.....	228	12	10	0	0	373	16	0	0	0	...	...	...	...	.....	.....	...	...
Webster.....	148	12	10	0	0	176	8	0	0	0	...	...	...	...	286	143	0	0
	28,268	2,221	10	0	0	6,153	286	0	0	0	285	142	10	0	4,008	2,004	0	0

RECAPITULATION.

28,268 Hogs.....	Tons.	cwt.
6,153 Sheep.....	2,221	10
285 Horses and Mules	286	0
4,008 Horned Cattle	142	10
	2,004	0
Total....	4 654	0

S.

ABSTRACT OF TONNAGE

With the Revenue accruing thereon, received at Mount Clare Station, from LOCAL STATIONS on the Main Stem proper, for the fiscal year ending September 30th, 1858.

DATE.	Streetage.	Amount of Tonnage.				Total.
		Tons.	cwt.	qrs.	lbs.	
1857—October	\$5 73	33,384	11	3	23	\$110,087 49
November	6 94	32,325	0	0	19	112,481 08
December	7 00	31,741	18	0	11	115,387 35
1858—January	6 89	23,010	17	0	13	89,076 65
February	5 50	16,136	1	3	23	59,860 50
March	8 03	31,148	19	3	9	106,065 43
April	7 96	40,373	10	3	11	130,192 48
May	6 88	39,594	7	3	11	120,182 03
June	5 75	52,746	16	2	24	156,074 43
July	4 68	45,979	18	1	18	129,454 33
August	6 00	38,908	2	1	19	112,396 21
September	5 85	37,118	3	1	5	106,734 15
	\$77 21	422,468	8	3	11	\$1,347,992 13

T.

ABSTRACT OF TONNAGE WITH THE REVENUE

Accruing thereon, in "THROUGH FREIGHT" received at the MOUNT CLARE STATION, Baltimore, upon receipts given at points beyond the Western terminus of the road, via BENWOOD, during the year ending 30th September, 1858.

DATE.	Tons.	cwt.	qrs.	lbs.	Streetage.	Total.
1857—October	4,993	18	0	7	\$305 00	\$33,739 60
November	5,760	15	1	17	222 00	37,782 09
December	6,579	8	2	11	232 00	50,582 23
1858—January	4,900	4	1	1	207 00	35,634 81
February	4,520	10	0	24	212 00	31,742 67
March	8,182	8	0	21	348 00	56,089 89
April	8,674	7	0	0	460 00	55,538 45
May	4,722	9	2	7	218 00	29,531 92
June	2,217	0	2	4	121 00	14,541 65
July	2,850	2	3	23	115 00	19,609 83
August	5,637	1	2	5	295 00	33,151 25
September	8,962	17	0	15	435 00	49,634 14
	68,001	3	2	10	\$3,170 00	\$447,578 53

U.

ABSTRACT OF TONNAGE

Received at **Mount Clare Station, Baltimore**, and the **REVENUE** accruing thereon, from **PARKERSBURG**, and the **Local Stations on the N. W. Va. R. R.**, for the year ending **September 30th, 1858.**

DATE.	Tons.	cwt.	qrs.	lbs.	Streetage.	B.&O.R.R. Proportion.	N.W.V.R.R. Proportion.
1857—October	5,243	18	1	19	\$225 00	\$28,797 15	\$9,316 31
November ..	6,136	5		19	292 00	35,508 38	12,077 21
December ..	6,051	1	3	22	239 00	38,273 82	13,180 64
1858—January	6,434	10	1	11	173 00	36,961 69	12,600 41
February ..	4,703	4	2	4	124 00	26,171 19	9,231 51
March.....	8,747	7	2	12	306 00	47,282 20	16,930 66
April.....	10,694	15	3	18	381 00	58,450 26	20,792 12
May	8,847	19	3	19	259 00	45,070 16	16,130 01
June	6,515	9	1	6	164 00	33,906 51	11,604 94
July	4,173	8		5	88 00	20,586 54	7,220 96
August	4,287		2	5	122 00	21,335 44	6,940 37
September ..	3,245	13	3	4	116 00	15,583 00	5,265 20
	75,080	15	2	19	\$2,489	\$407,926 34	\$141,290 34

V.

STATEMENT SHOWING TONNAGE (AND MILEAGE)

Forwarded from **Baltimore**, over the **Washington Branch**, for the **Official Year ending on the 30th of September, 1858.**

STATIONS.	Miles.	Actual Tonnage.	Tonnage as per miles.
		Pounds.	Pounds.
E. Landing.....	1	9 252,300	9,252,300
Hanover Switch.....	3	1,670,500	5,011,500
Jessup's Cut.....	5	3,140,800	15,704,000
Annapolis Junction	9	4,902,800	44,125,200
Savage Switch.....	10	1,402,900	14,029,000
Laurel	13	5,856,900	76,139,700
White Oak Bottom.....	16	798,100	12,769,600
Beltsville.....	18	1,315,300	23,675,400
Bladensburg.....	23	2,158,100	49,636,300
Washington	31	75,876,800	2,352,180,800
		106,374,500	2,602,523,800

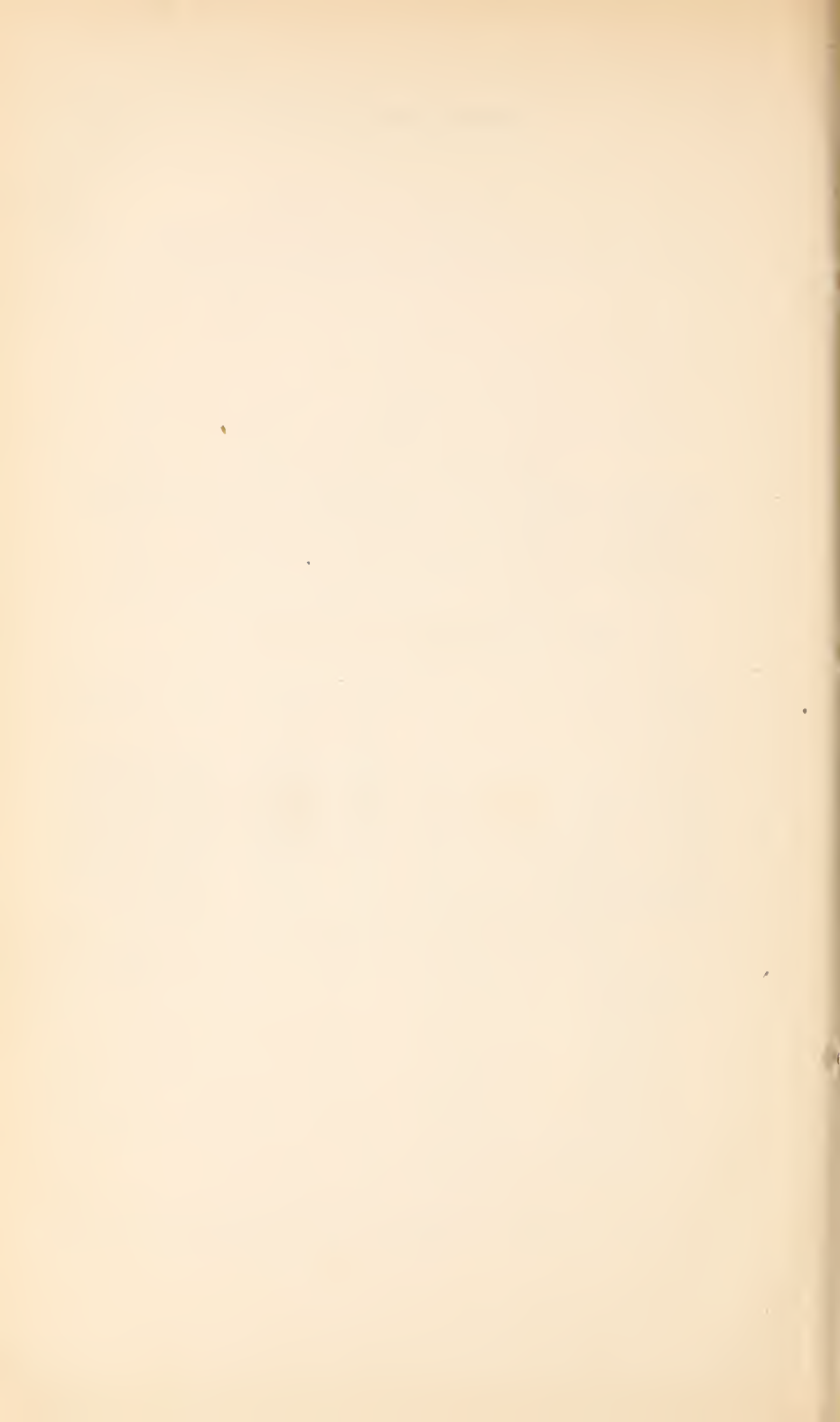
Deduct Actual Tonnage one mile on the Main Stem, 106,374,500 pounds for 9 miles 957,370,500 pounds, or ———— tons.

W.

ABSTRACT OF THE TONNAGE,

And the Revenue accruing thereon, received at Mount Clare Station, Baltimore, from WASHINGTON CITY and the WAY STATIONS on the WASHINGTON BRANCH ROAD, for the fiscal year ending September 30th, 1858.

DATE.	Tonnage.				Street- age.	Wash. Br's portion.	B. & O. Co's portion.	Total.
	Tons.	cwt.	qrs.	lbs.				
1857								
October. ...	2,763	11	3	22	\$148	\$1,738 53	\$752 60	2,491 13
November..	2,111	11	2	16	116	1,511 17	580 31	2,091 48
December..	2,040	13	2	18	87	1,475 04	586 79	2,061 83
1858								
January....	1,907	19	0	22	73	1,349 92	507 41	1,857 33
February ..	2,229	7	3	1	85	1,641 62	552 22	2,193 84
March.....	2,367	8	3	19	85	2,016 31	607 12	2,623 43
April.....	2,301	1	1	3	97	2,038 44	591 45	2,629 89
May	2,357	11	2	24	90	2,018 69	687 43	2,706 11
June	1,919	1	2	19	73	1,644 86	527 40	2,172 26
July	2,029	5	1	18	79	1,397 92	511 20	1,919 12
August	2,969	4	0	13	106	1,022 10	713 87	2,735 97
September..	2,603	13	1	13	101	1,639 24	634 76	2,274 00
	27,606	11	3	14	\$1,140	20,493 84	7,262 56	27,756 40



REPORT

OF THE

Master of Road.



Road Department's Report.

Office of Master of Road,

BALTIMORE AND OHIO RAILROAD,

OCTOBER 1ST, 1858.

CHAUNCY BROOKS, Esq., *President.*

SIR :

I herewith respectfully submit my Report of the operations of the Road Department for the year ending 30th ult. This Department has been charged with \$829,143 02, which embraces the maintenance of the Road and all labor and material used in the repairs of track.

This amount, compared with last year's account, shows an increase of \$247,164 07.

MAINTENANCE OF ROAD

Consists of surfacing, ditching, maintaining original width of road bed and removing slips, and has cost \$50,553 84. This divided by the length of the Road, 380 miles—380)\$50,553 84(\$133 03 per mile—which shows a decrease of \$12 24 per mile when compared with the same account of last year.

RENEWAL OF BALLAST.

On this account there has been expended \$30,031 53. This amount, divided by the length of track, 562.9 miles—562.9)\$30,031 53(\$53 35 per mile—or a decrease of \$37 58 per mile, when compared with the same account of last year.

REPAIRS OF RAILWAY.

The amount expended in repairs for labor and materials has been :

For Labor.....	\$218,261 24
“ Materials	530,296 41
Total.....	<u>\$748,557 65</u>

Which shows an increase over the same account of last year of \$272,866 85.

RECAPITULATION.

Repairs of Railway.....	\$748,557 65
Renewal of Ballast.....	30,031 53
Maintenance of Road.....	50,553 84
Total.....	<u>\$829,143 02</u>

Length of main track and sidings is 562.9 miles, which divided into the cost of repairs, \$829,143 02, gives \$1,473 00 per mile for repairs of railway, which is \$437 08 per mile more than last year. The amount of iron used in repairs has been 8,881 tons, which will show the relaying of new iron to be equal to ninety-four and one-half miles of track during the year. My estimate for the coming year is for 6,000 tons of new or rerolled rails.

Statement No. 1, in the Appendix, shows the yearly comparison from 1843 to 1858, inclusive of expenses and revenue.

Statement No. 2 shows the names and lengths of sidings, and the kind of rail with which they are laid; also the increase and decrease.

WATCHMEN.

Watching Cuts.....	\$32,873 30
“ Tunnels.....	\$2,293 35

MAINTENANCE OF BRIDGES.

Repairs and Rebuilding.—This account is charged for labor and materials with \$24,991 29, which is \$43,129 10 less than the amount expended last year.

The fine iron bridge at North Branch was completed in time for the traffic last winter and gives full satisfaction in all its parts.

The Bridge at South Branch has been strengthened by heavy trestling, but I would recommend the substitution of an iron bridge, in accordance with the Company's established policy in this department.

The bridge at Harper's Ferry, has been carefully inspected, and found to be in excellent condition, and well adapted to the heavy traffic passing over it, but I would renew the suggestion of having all the materials of a suitable iron bridge gradually prepared, to meet any exigency that might arise from fire or flood.

All the other bridges on the road are in good condition.

Statement No. 3 shows, in detail, the amount expended on each bridge.

Cost of Watching Bridges.....	\$7,441 30
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REPAIRS OF WATER STATIONS.

This account has been charged with \$11,677 90, which shows a decrease, when compared with the same account of last year of \$15,094 41.

Cost of Pumping Water.....	\$10,357 18
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Maintenance of depots has been transferred to the Machinery Department, who will report thereon.

REPAIRS OF MAGNETIC TELEGRAPH.

This account has been charged with \$3,413 87, which shows a decrease when compared with the same account last year of \$754 42. The line is in efficient order.

WASHINGTON BRANCH.

REPAIRS OF RAILWAY.

The amount expended on this account has been \$40,821 50, of which \$4,766 70 was for ditching and maintenance of road-bed. This shows an increase of \$4,348 37 over the expenditure of last year.

One hundred and sixty-three tons of new rails were laid during the year, and during the coming year it will require 500 tons to replace defective bars.

REPAIRS OF BRIDGES.

To this account has been charged \$256 62, which shows a decrease of \$1,800 43 when compared with the same account of last year.

REPAIRS OF WATER STATIONS.

The expenditure on this account has been.....	\$318 93
Cost of Pumping Water.....	\$801 95

CONSTRUCTION.

GRADUATION.

Under this head is charged the continuation of the arching of tunnels.

The amount expended on this account, during the fiscal year, has been \$288,760 92. See detailed statement No. 4, which shows the amount expended on each tunnel.

During this year the great work upon the Welling, Board Tree, Littleton, Glover's Gap, Murray's and McGuire's tunnels have been completed, and by the 15th November next the remaining work on Rodemer's and Eaton's tunnels will also be finished, thus relieving the Board from any anxiety or further outlays on this tedious and hitherto expensive portion of the Road.

"The arching of these tunnels has been done in the most substantial manner, the stone side walls being of range rock-work well laid in cement, and all the arches of hard brick, also in cement, except 1162 lineal feet of iron in Kingwood Tunnel, above which is also placed a reliable arch of stone masonry. Neither pains nor expense have been spared to cause this work to compare favorably with any similar structures in the world, and make it endure as long as the mountains themselves shall remain."

We have been indebted to Messrs. Murray, Gary, Bradshaw, Armstrong and McAleer for very efficient services in hastening the completion of such great undertakings at so early a date.

DEPOT GROUNDS.

To this account has been charged \$703 64, for improvements at Grafton and Benwood.

WATER STATIONS.

To this account has been charged \$1,751 27, for completion of station at Martinsburg, and one at Moundsville.

FUEL STATIONS.

To this account has been charged \$708 68 for coal bins, &c., on line of Road.

CAMDEN STATION.

To this account has been charged \$1,459 91, for new Station buildings, platforms, &c.

SECOND TRACK.

To this account has been charged \$58,903 84. During the year just closed there has been laid of second track three miles and four thousand five hundred and three feet.

In common with other officers of our Company, I can now speak with pride and satisfaction of the complete and very efficient condition of our whole line, especially of our tunnels, bridges, road-bed, tracks and sidings, which are now capable of accommodating an increased traffic, both in passenger and tonnage trains, far beyond the experience of any previous year.

PARKERSBURG BRANCH.

REPAIRS OF RAILWAY.

The amount expended on this account has been.....	\$81,017 04
Repairs of Railway.....	\$59,257 57
Additional Ballasting.....	5,251 60
Maintenance and Improving Road.....	16,507 87
Total.....	<u>\$81,017 04</u>

REPORT OF THE

WATCHMEN.

Watching Cuts.....	\$11,166, 80
. " Tunnels.....	\$7,738 85

REPAIRS OF BRIDGES.

The amount expended on this account has been.....	\$170 87
Cost of Watching Bridges.....	\$331 50

REPAIRS OF WATER STATIONS.

The amount expended on this account has been.....	\$1,959 31
Cost of Pumping Water.....	\$3,129 90

REPAIRS OF MAGNETIC TELEGRAPH.

The amount expended on this account has been.....	\$395 57
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CONSTRUCTION.

GRADUATION.

The amount expended on this account, which has been separated in the accounts, during the year has been \$33,278 17, all of which has been expended in securing, timbering, and packing in tunnels.

The unfinished state of the work on this Road has called for large outlays, which properly belong to construction, but which, from the peculiar character of the work, were difficult to separate, and have been therefore charged to repairs. It may be necessary to continue this work during the coming year.

RAILWAY TRACKS.

This account is charged with \$12,499 25 for ballasting, &c.

BRIDGE SUPERSTRUCTURE.

The amount expended on this account during the year has been.....	\$3,181 95
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DEPOT GROUNDS.

The amount expended on this account during the year has been \$3,510 85, which has been for buildings, &c., at Parkersburg.

WATER STATIONS.

The amount expended on this account has been.....\$2,23 773

FUEL STATIONS.

There has been expended during the year on this account \$413 11, which has been for wood and sand houses.

My acknowledgments are due to my assistants for great diligence and care in the performance of onerous duties, and for their exercise of every economy compatible with the judicious and satisfactory execution of work confided to them.

Respectfully submitted,

JOHN L. WILSON,

Master of Road.

TABLES
REFERRED TO IN THE FOREGOING REPORT
OF THE
MASTER OF ROAD.

1.

Statement showing the comparative cost of the Repairs of Track, Bridges, Water Stations and Depots, including all materials, Watching Bridges and Pumping Water, with the increased miles run by the Locomotives, Tonnage and Passengers carried one mile, from the 1st October, 1842, to 1st October, 1858.

Year	Miles of Road in use.	No. of Miles run by Passenger and Tonnage Engines.	Increase per ct. run by Locomotives.	No. of Tons carried one mile.	Increase per cent on Tons carried one mile.	No. of Passengers carried one mile.	Increase per ct. on Passengers one m.e.	Total Cost of Repairs of Track per mile per year.	Increase per ct. on Repairs.
1843	179	509,765	.....	7,109,310	.....	6,062,455	.....	\$463 50	.....
1844	"	537,352	5.41	7,382,468	3.84	8,231,187	35.77	540 70	1.66
1845	"	558,718	9.60	11,277,453	58.63	9,267,920	52.87	492 65	16.29
1846	"	666,634	30.77	16,294,065	129.19	10,700,960	76.51	648 95	40.01
1847	"	808,026	58.50	27,294,065	283.92	12,835,856	111.72	749 42	61.68
1848	"	914,693	79.43	30,027,902	322.37	12,244,235	134.95	935 00	101.72
1849	"	1,005,786	97.30	27,289,313	283.87	12,970,203	113.94	1,089 28	135.01
1850	"	1,109,356	117.62	34,363,692	383.36	14,411,611	137.71	693 00	49.51
1851	205	1,285,088	152.09	44,366,399	524.06	11,414,693	98.18	729 74	57.44
1852	267	1,515,784	197.35	54,316,927	664.02	11,382,327	87.74	800 80	72.76
1853	380	2,009,446	294.19	82,516,224	1,060.68	19,172,385	216.24	940 80	102.97
1854	"	3,220,976	531.85	151,192,958	2,026.55	19,117,718	215.34	905 55	95.37
1856	"	3,257,321	538.98	168,430,208	2,269.14	19,875,043	227.83	1,034 66	123.22
1855	"	3,975,752	679.91	194,019,210	2,629.08	28,184,141	364.89	1,079 48	132.89
1857	"	3,724,133	630.55	202,852,401	2,753.33	31,236,823	415.25	1,035 92	123.50
1858	"	3,626,805	611.46	165,176,804	2,223.38	25,195,308	315.59	1,473 00	217.80

I.—Continued.

Year.	Miles of Road in use.	Total Cost of Repairs of Bridges per year.	Increase per ct on Repairs of Bridges.	Total Cost of Repairs of Water Stations per year.	Increase per cent. on Repairs of Water Stations.	Repairs of Depots, Switching Bridges, Pumping Water, &c.	Increase per ct. on Repairs Depots, &c.	Annual Revenue for each year.	Increase per ct. of Revenue.
1843	179	\$6,248 06	.....	\$903 89	.....	\$7,396 00	.....	\$575,235	.....
1844	"	6,454 81	3.30	633 74	29.88	7,364 21	.42	658,619	14.49
1845	"	55,516 24	789.18	1,525 94	68.80	8,984 50	21.47	738,603	28.40
1846	"	58,139 73	830.52	2,119 76	134.49	20,318 52	174.72	895,315	55.63
1847	"	65,393 74	946.14	2,450 13	171.03	26,633 05	260.16	1,101,936	91.56
1848	"	59,509 18	852.44	3,946 82	336.60	27,003 20	265.10	1,213,664	110.98
1849	"	30,317 03	385.22	4,795 65	432.52	25,851 16	249.52	1,241,205	115.77
1850	"	11,527 50	84.49	8,111 39	797.29	28,050 43	279.26	1,343,805	133.60
1851	205	15,861 20	153.85	9,377 54	937.36	28,326 43	282.99	1,349,222	134.55
1852	267	13,684 12	119.01	11,151 50	1,133.60	29,331 50	242.60	1,525,562	130.43
1853	380	16,093 33	159.57	12,028 47	1,230.61	29,128 22	293.83	2,033,419	253.49
1854	"	64,179 30	927.18	19,197 43	2,022.55	33,013 97	373.40	2,645,689	533.75
1855	"	49,750 64	696.25	13,084 94	1,347.48	51,286 86	593.44	3,711,454	545.20
1856	"	51,951 64	731.48	17,877 74	1,877.86	51,690 61	598.90	4,385,951	662.46
1857	"	68,120 39	990.26	26,772 31	2,861.90	90,373 50	851.50	4,616,998	702.62
1858	"	24,991 29	299.98	10,613 90	1,074.24	58,705 44	653.18	3,856,485	570.42

2.

Statement showing the **Names and Lengths of Sidings and kind of Rail**, on the several Sub-divisions of the *Baltimore and Ohio Railroad, Main Stem*; also, the *Increase and Decrease—September 30, 1858.*

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
1	Locust Point Yard	T	1,457			
	" " "	"	4,925			
	" " "	U	6,400			
	" " "	Plate	2,877			
	Reese's Furnace.....	"	182			
	" " "	T	52			
	Dobbin & Warfield.....	U	720			
	" " "	T	211			
	Ellicott's Switch.....	U	200			
	" " "	T	60			
	Baltimore Gas Company.....	"	60			
	Addison's Brick Yard.....	"	162			
	" " "	U	162			
	Coal Yard near Slip.....	T	117			
	Pratt Street Turnout.....	Cast	875			
	Burn's Brick Yard	U	240			
	Phillip's Switch..	"	178			
	Sidings at Mount Clare	Plate	13,559			
	" " "	U	11,163			
	" " "	T	11,064			
	" " "	Cast	895			
	Camden Station.....	T	23,100			
	" " "	Groove	470			
	Cecil Alley	U	600			
	" " "	T	420			
	Siding	"	210			
	All'y Siding Curve.....	Cast	77			
	Jno. W. Ross & Co.	Plate	95			
	Curve Track	Cast	77			
	Wm. Robinson.....	Plate	95			
	Cecil Alley	T	2,730			
	Carey Street Bridge to junction Locust Point road.....	U	13,464			
	Sidings.....	T	7,660			
	Mount Clare Junction	"	1,860			
	" " "	U	720			
	5th Mile	T	175	175		
	West of Deep Cut	"	500			
	" " "	U	200			
	6th Mile	T	460			
	8th Mile.....	Plate	240			Left
	9th Mile—Relay House	T	562			Right
	" " South Side	"	224			"
	" " " "	U	150			Left
	Avalon	"	209			"
	South Side	"	300			Right
	" " "	"	100			"
			110,257	175		

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
	<i>Brought forward.....</i>		000,000	175		
	South Side	U	145			Right
	Bailey & Worthington	T	285			Left
	Ilchester	Plate	550			Right
	"	U	170			"
	"	T	120			"
	Isaac's Stone Quarry.....	U	75			Left
	" " "	T	150			"
	Ellicott's Mills	Plate	1,190			"
	" "	U	560			"
	" "	T	617			"
	" "	U	485			"
	Union Wood Siding.....	"	200			"
	Hollofield's.....	"	440			"
			115,244	175		
2	Elysville	T	220			Right
	" Lime Switch.	"	200			"
	Dorsey's Run.....	U	300			"
	Woodstock	"	260		8,128	"
	Marriottsville.....	"	529		2,267	"
	" Lime Switch	U & T	340			"
	Tunnel Switch	"	331			"
	Elba Furnace.....	"	1,062		93	Left
	Sykesville—South Side	T	576		144	"
	" North "	U & T	1,608		27	Right
	Patterson's	T	240	50		"
	Slabtown	U & T	6,824	2,680		Left
	Gaither's Siding.....	U	75			"
	" "	Cast	231		2,084	"
	" "	Plate	151			"
	Hood's Siding—North Side...	U	299			"
	Hood's Mill—North Side.....	U & T	1,240		439	"
	" " " "	U	338			"
	Bentz's Switch.....	U & T	622			"
	Morgan's "	"	440			"
	Woodbine—North Side, ...	U	710			"
	" South "	T	615			Right
	Water's Switch.....	"	240	240		"
	Plane No. 1.....	U & T	3,771		1,509	Left
			21,222	3,409	14,252	

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
3	Plane No. 1	U & T	820			Right
	Mount Airy	T	1,300			"
	" "	Plate	270			"
	" " Bussard's	T	850			Left
	Y " "	"	750	120		Right
	Plane No. 4	U	780			"
	" "	"	540		50	"
	Bartholow's	"	415	245		Left
	Monrovia	"	572			Right
	Ijamsville	Plate	375	25		"
	Hoffman's	T	500			Left
	Reel's Mill	"	294	19		Right
	Stone Quarry	"	675			Left
	Gambriel's	"	350			Right
	Monocacy Bridge	Plate & T	4,213			
	Cronise's				150	
	Brengle's	T	560			Left
	Depot in Frederick	Plate & U	4,800			
			18,064	409	200	
4	Lime Kiln	Plate & U	535			Right
	Richardson's	U			580	
	Buckeystown	Plate & U	1,296			Left
	Davis Warehouse	"	500			"
	Doub's Switch	"	264			Right
	Point of Rocks	"	520		440	Left
	Cactoctin	"	700			"
	Berlin	U & T	4,392	962		Right
	Furnace Switch	Plate	640			Left
	Knoxville	Plate & U	475			"
	Pacely's Mill	T	483			"
	Weverton	"	3,080			Right
	Sandy Hook	Plate & U	2,204			Left
			15,089	962	1,020	
5	Sandy Hook	U & T	3,150		60	Right
	Gibson's Warehouse	"			440	Left
	Harper's Ferry Bridge	"	150			"
	" " Trestling	U	1,800			"
	Quarry Siding	"	680			"
	Pitcher's Mill	"	200			"
	Duffields	"	300			Right
	Kerneysville	"	220			"
	Dunningtons	"	407			Left
	Flagg's Mill	Plate	160			"
	Martinsburg	U & T	15,706			Right
	" " Engine House	"	6,500	350		"
	McClure's or Staub's Mill	U	200			Left.
			29,473	350	500	

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
6	Martinsburg.....	U & T	7,708	182		Right
	North Mountains.....	T	525		5,157	"
	Back Creek.....	"	.....		430	"
	Cherry Run.....	U & T	5,205		604	"
	Sleepy Creek.....	U	1,366	390		Left
	Licking Creek.....	"	.....		390	"
			14,804	572	6,581	
7	Hancock.....	U & T	8,980			Right
	Depot Siding.....	U	192			"
	Sir John's Run.....	U & T	6,444			"
	Leopard's Siding.....	U	283			"
	C. D. Grafflin.....	U & T	356			Left
	Great Cacapon.....	"	231			"
	Willett's Run.....	"	7,763			Right
	Rockwell's Run.....	T	7,794			"
			32,043			
8	140th Mile Siding.....	T	1,650			Left
	Doe Gulley Tunnel.....	T & U	2,000			Right
	W. S. No. 36, formerly No. 12	"	11,967			Left
	Paw Paw.....	U	300			"
	Little Cacapon Depot.....	T	90			Right
	" " near Bridge...	U & T	8,679			"
			24,686			
9	French's Depot.....	U	500			Right
	Green Spring Run	U & T	7,000			"
	Patterson's Creek.....	"	9,700			"
	East of Baltimore St., Cumb.	T	3,240			"
	" " " " " "	U	12,436			"
	Yard at " " " "	U & T	16,529			"
	Will's Creek.....	T	3,060			"
			52,465			
10	Buck Lodge.....	T	760			Left
	Brady's Mill.....	"	5,527			"
	" " " " " "	"	290			"
	Rawling's W. Station.....	"	3,345			Right
	" " " " " "	"	290			"
	Black Oak Bottom.....	"	4,144			"
	" " " " " "	"	290			"
			14,646			

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decre'se.	Side of Road.
11	New Creek Siding	T	4,600			Left
	Phenix	"	100			Right
	Piedmont	"	24,690			"
	Hampshire Coral Co's Sid'g...	"	300			Left
	New Creek Co	"	200			"
	Bloomington Siding	"	455			"
	Langollin	"	100			"
	Frankville	"	3,535			"
	Thomas's	Plate	300			Right
	Swanton	T	1,136			"
			35,416			
12	Wilson's Store Siding	T	6,200			Right
	Y at Altamont	"	675			"
	47th Section	"	900	365		Left
	Oakland	"	5,425		225	"
	Hall's Switch	"	1,100			Right
	Hutton's Switch	"	136		64	"
	Duvall's	"	146		254	"
			14,582	365	543	
13	Siding	T	7,409			Left
	Cranberry Summit	Groove	200			Right
	East end of McGuire's Tun'l.	T	.....		432	Left
	West " " " "	"	.....		432	"
	East " " Rodemer's " "	"	528			Right
	West " " " "	"	1,350			"
	Packie's Quarry	"	500			Left
	Symington's Quarry	"	200			"
	Siding Cheat River	"	4,105			Right
	Siding Rowlesburg	"	796			"
	Y	"	360			"
	259th Mile	"	2,225			"
	Siding at Tunnelton	"	5,371	500		"
	Siding	"	735			"
	Siding at McGrew's	U & T	507		60	Left
			24,286	500	924	
14	Tunnelton	T	900			Right
	Tracks to Engine House	"	1,240			"
	Y	"	820			"
	Murray's Tunnel	"	400	400		Left
	Main Siding	"	5,860			Right
	Coal Mine	"	900			"
	Independence	"	300			Left
	Lancaster Furnace	"	180			"
	Thornton Siding	"	5,327			"
	" "	"	180			"
	Grafton	U & T	2,292			"
	"	T	1,665			"
	"	"	451	2,048		"
	"	"	2,300			"
			22,815	2,448		

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
15	Fetterman's	T	10,761			Left
	"	"	3,200			"
	"	"	900			"
	Valley Falls.....	"	3,450			"
	" " .....	"	.....		116	"
	Nuzurn's Mill.....	"	100			"
	Texas	"	3,184			"
	Benton's Ferry.....	"	750	500		"
			22,345	500	116	
16	Pierpont & Watson.....	T	93			Left
	" Fairmont	"	97			"
	Siding "	"	3,099			Right
	Jackson's "	"	97			Left
	Barnesville	"	481			"
	Barraeksville.....	"	460			Right
	Farmington	"	4,314			"
	Mannington	"	4,151			"
			12,792			
17	Glover's Gap	T	4,765			Right
	Burton.....	"	2,595			"
	Y on right side.....	"	779			"
	Littleton	"	3,725			Left
	" Quarry	"	382			"
	Board Tree Tunnel, east end..	"	2,545			Right
	" " " " " " ..	"	1,957			"
			16,748			
18	Board Tree Tunnel, west end.	T	2,600			Right
	Belton	"	2,150			"
	68 Water Station .....	"	.....		400	"
	Welling Tunnel, east end	"	1,200			"
	" " west "	"	500			Left
	" " " " " " ..	"	.....		1,200	Right
	Cameron	"	4,700			Left
	Easton's Siding	"	3,588			"
			14,738		1,600	

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
19	Shepherd's Tunnel	T	645			Left
	Roseby's Rock.....	"	3,960			"
	Quarry Siding.....	U	150			Right
	Hogan's Mill.....	T	180			"
	Moundsville	"	5,984			Left
	" Brick Yard.....	U	1,000			Right
	" Coal "	T	300			"
	Gravel Siding.....	"	690			Left
	McMechen's Cut.....	"	4,725	1,500		"
	Benwood Junction.	"	4,000			"
	"	"	3,525			"
	" Cattle Yard	"	1,800			"
	Ritchie Town.....	"	7,500			"
	Wheeling Depot.....	"	9,120			"
	Engine House and Y.....	"	3,470			Right

RECAPITULATION OF SIDINGS ON MAIN STEM,

September 30th, 1858.

No. of Sub-division.	Length in feet.	Increase.	Decrease.	REMARKS.
1st Sub-division,	115,244	173	.....
2d "	21,222	3,409	14,252	
3d "	18,064	409	200	
4th "	15,089	962	1,020	
5th "	29,473	350	500	
6th "	14,804	572	6,581	
7th "	32,043	.....	.....
8th "	24,686	.....	.....
9th "	52,465	.....	.....
10th "	14,646	.....	.....
11th "	35,416	.....	.....
12th "	14,582	365	543	
13th "	24,286	500	924	
14th "	22,815	2,448	.....
15th "	22,345	500	116	
16th "	12,792	.....	.....
17th "	16,748	.....	.....
18th "	14,738	.....	.....
19th "	47,049	1,500	.....
	548,507	11,188	25,736	

Total length of Sidings on Main Stem..... 103 miles, 4,667 feet.
 Total decrease " " " " 2 " 3,988 "

2—Continued.

Statement showing the **Names and Length of each Siding and kind of Rail used on the Washington Branch; also, the Increase and Decrease—September 30, 1858,**

NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
Viaduct Siding.....	T & Plate	1,026			Left
Elk Ridge Siding.....	T	1,150			"
“ Off Cast.....	“	250			"
Hanover Siding.....	Plate	580			Right
Dorsey's Cut.....	“	750			Left
Jessop's Cut, East end.....	T	2,500			"
“ West end.....	“	1,125			"
Williams'	“	670			Right
Old Patuxent.....	“	390			"
Annapolis Junction.....	“	1,467			"
Savage, North side.....	“	420			Left
Watson's Cut, East end.....	“	5,500			"
“ West end.....	“	.....		1200	"
Laurel Siding.....	“	1,300			Right
Simmond's	“	650	650		"
White Oak Bottom, E. end.....	“	700			Left
“ “ “ W. end.....	“	950			"
“ “ “ Off Cast.....	Plate	350			Right
Muirkirk Furnace.....	“	340			Left
Beltsville	T & Plate	1,220			"
Sand Siding.....	Plate	250			
Seaggs'	“	150			
Paint Branch.....	T	1,200			Left
Calvert's Siding.....	“	250	100		"
Bladensburg	Plate	1,050			"
“ Off Cast.....	“	300			"
“ Cut Siding.....	T	4,350			"
Washington	“	2,500			"
Tracks in Depot Yard.....	“	5,600			"
		36,988	750	1200	

Total length of Sidings.....7 miles and 28 feet.

Total decrease of Sidings.....450 feet.

RECAPITULATION.

Main Track from Relay House to Washington.....30 miles.

Length of Sidings..... 7 miles 28 feet.

Total length.....37 miles 28 feet.

2—Continued.

Statement showing the **Names and Lengths of each Siding, and kind of Rail used in the several Sub-divisions of the Parkersburg Branch — September 30, 1858.**

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	In-crease.	De-crease	Side of Road.
1	Grafton Yard.....	U & T	5,239			
	Y	T	386			
	West of Bridge.....	"	1,216			
	Webster's	"	450			
	Flemington's	"	438			
	Bridgeport	"	660			
	Tunnel.....	"	645	645		
	Clarksburg	"	1,650			
			10,684	645		
2	Salem	T	1,800	181		
	Brandy Gap.....	"	320	320		
	Wilson's Station.....	"	620	70		
			2,740	571		
3	Smithton	T	1,700	714		
	West Union.....	"	750		50	
	Central.....	"	2,400		930	
	Toll Gate.....	"	768	139		
			5,618	853	980	
4	Pennsborough	T	448	148		
	Ellensborough.....	"	490	120		
	Cornwallis	"	1,575	435		
	Cairo	"	456	456		
	Petroleum	"	530	150		
			3,499	1,309		
5	Parkersburg Yard.....	T	11,100	3,947		
	Y	"	950	250		
	Claysville	"	2,000		100	
	Kanawha	"	800		26	
	Walker's Creek.....	U & T	1,280			
	Eaton's Tunnel.....	T	410	410		
			16,540	4,607	126	

RECAPITULATION OF SIDINGS ON THE PARKERSBURG BRANCH,
September 30th, 1858.

No. of Sub-division.	Length in Feet.	Increase.	Decrease.	REMARKS.
1st Sub-division.....	10,684	645		
2d "	2,740	571		
3d "	5,618	853	980	
4th "	3,499	1,309		
5th "	16,540	4,607	126	
	39,081	7,985	1,106	
Total length of Sidings on Parkersburg Branch.....7 miles 2121 feet.				
Total Increase "	"	"	"	.....1 " 1599 "

3.

Statement showing the Amount Expended on each Bridge on the Main Stem, during the year ending 30th September, 1858.

Repairing Carey Street Bridge.....	85 95
" Jackson "	82 72
" Elysville "	38 02
" Marriottsville "	700 01
" Piney Falls "	1 60
" Bush Creek "	2,902 32
" Monocacy "	252 80
" Sutton's "	25 00
" Harper's Ferry "	877 73
" Berlin "	303 50
" Harper's Ferry Trestlework.	120 50
" Tilt Hammer Bridge.....	17 00
" Culverts on 1st, 4th, 5th, 6th and 9th divisions	928 71
" Government Canal Span.....	57 33
" Couchman's Bridge.....	2,599 35
" Opequan "	76 42
" Pillar "	96 74

3—Continued.

"	Sleepy Creek	"	.....	40 35
"	Great Cacapon	"	.....	21 30
"	Little Cacapon	"	.....	40 35
"	South Branch	"	.....	511 53
"	Patterson's Creek	"	.....	17 00
"	North Branch	"	.....	7,625 97
"	Washington street,	"	Cumberland.....	82 38
"	Manica Run	"	Section 184.....	135 00
"	Potomac	"	.....	710 53
"	Little Youghiogheny		Bridge.....	179 39
"	Big	"	Bridge.....	198 79
"	Snowy Creek	"	.....	60 43
"	Cheat River	"	.....	586 12
"	Benton's	"	Section 296.	41 80
"	Monongahela	"	.....	365 13
"	Buffalo Creek, No. 1,		Bridge, Section 305...	154 10
"	Martinsburg		Bridge.....	25 81
"	Fetterman	"	.....	92 80
"	Dunkard's Run	"	.....	52 52
"	Piles Fork, No. 2,	"	.....	193 02
"	Piles Fork, No. 3,	"	.....	96 06
"	Piles Fork, No. 4,	"	.....	41 85
"	Piles Fork, No. 9,	"	.....	30 87
"	Churches Fork, No. 6,		Bridge.....	87 77
"	Churches Fork, No. 9,	"	.....	116 65
"	Fish Creek		Bridge, Section 346.....	50 18
"	Cameron Run	"	Section 350.....	19 78
"	French's Run	"	.....	48 33
"	Salt Lick	"	.....	48 33
"	Three Forks	"	.....	392 38
"	Bull Eye	"	.....	350 70
"	County Road	"	.....	39 00
"	Grave Creek	"	.....	60 43
"	Belts Run	"	.....	96 66
"	Crabtree, No. 1,	"	.....	165 02
"	Crabtree, No. 4,	"	.....	37 14
"	Crabtree, No. 5,	"	.....	35 84

3—*Continued.*

"	Salt Lick	"	.....	26 28
"	21st Section	"	.....	384 63
"	203d "	"	.....	38 48
"	212th "	"	.....	39 40
"	121st "	"	.....	276 90
"	243d "	"	.....	19 70
"	251st "	"	.....	30 98
"	Raccoon Creek, No. 3, Bridge.....			92 30
"	312th Section Bridge.....			66 59
"	310th "	"	.....	77 23
"	314th "	"	.....	24 10
"	321st "	"	.....	24 10
"	322d "	"	.....	259 49
"	343d "	"	.....	47 52
"	355th "	"	.....	120 50
"	358th "	"	.....	167 04
"	360th "	"	.....	43 78
"	365th "	"	.....	92 16
"	366th "	"	.....	182 56
"	367th "	"	.....	20 16
"	377th "	"	.....	19 28
"	378th "	"	.....	30 07
"	Grave Creek	"	.....	24 48
"	Bogg's Run	"	.....	503 17
"	11th Mile Post	"	.....	90 45

 \$24,991 29

4.

*Statement showing the Amount Expended for Graduation on the
Main Stem, during the year ending 30th September, 1858.*

Board Tree Tunnel.....	\$159,393 05
McGuire's "	19,666 37
Littleton or Martin's "	18,463 91
Welling "	22,307 60
Glover's Gap "	28,474 17
Eaton's, No. 1, "	8,535 03
Eaton's, No. 2, "	17,989 14
Rodemer's "	9,929 81
Kingwood "	402 24
Murray's "	3,599 60
	<hr/>
	\$288,760 92

5.

Statement showing the Number of Bridges and their Location on the Baltimore and Ohio Railroad; also their span in feet, character, and their present condition—September 30th, 1858.

NAME OF BRIDGE.	Mile from Balt.	Span.	No. of Span	Character.	REMARKS.
Carey Street Bridge.....	2	75.6	1	Iron	
Gwynn's Falls.....	3	79.6	2	Stone	
" ".....	3	29.6	2	"	
Jackson's Bridge.....	4	107.6	1	Wood	
6 Mile Bridge.....	6	14.	1	Stone	
Dr. Hall's Road.....	6	16.	1	"	
Vinegar Hill.....	7	30.	1	"	
Relay Culvert.....	9	10.6	1	"	
Avalon Stone.....	11	14.6	1	"	
West " ".....	11	11.6	1	"	
Bell's " ".....	11	12.	1	"	
Saw Mill.....	12	19.6	1	"	
Ilchester Bridge.....	13	54.	2	"	
Culvert at Gray's Water } Station	14	10.		"	
Ellicott's Mills Road.....	16	20.	1	"	
Elysville.....	21	111.	3	Iron	
" " Upper.....	21	97.6	3	"	
Dorsey's Run.....	22	12.	1	Stone	
" ".....	22	12.	1	Wood	
McKinney Run.....	23	12.	1	Stone	
D. Davis' Road Bridge.....	24	14.	1	"	
Hubbard's.....	26	14.	1	"	
Marriottsville	29	12.	1	"	
Tunnel Bridge.....	29	48.6	1	Iron	
Piney Falls.....	34	20.	1	Stone	
Woodbine.....	37	25.	1	"	
Dorsey's Bridge.....	45	12.	1	"	
McElfresh	47	12.	1	"	
" ".....	48	25.	1	"	
Monrovia	49	12.	1	"	
Shipley's Run.....	51	10.	1	"	
Hail's Run.....	51	12.	1	"	
Bush Creek.....	55	23.6	3	Iron	
" ".....	55	23.6	2	"	
Monocacy.....	58	107.6	3	"	
Shoaff's Run.....	60	29.6	1	Stone	
Tuscarora.....	65	19.6	1	"	
Doub's Culvert.....	66	12.	1	"	
Grave ".....	70	10.6	1	"	
Poplar Branch	71	15.6	1	"	
Catoctin	72	50.	2	"	
Boatway Culvert.....	73	14.	1	"	
Open ".....	75	8.6	1	"	
Open ".....	75	12.6	1	"	
Open ".....	76	8.	1	"	
Open ".....	77	12.	1	"	
Wever's Bridge.....	79	25.	1	"	
Harper's Ferry Bridge.....	82	122.	1	Wood	
" " ".....	82	76.	1	"	
" " ".....	82	126.9	1	"	

5—Continued.

NAME OF BRIDGE.	Mile from Balt.	Span.	No. of Span.	Character.	REMARKS.
Harper's Ferry Bridge.....	82	127.	1	Wood	Total length of Bridge— 1,051 feet.
" " "	82	126.6	1	"	
" " "	82	126.6	1	"	
" " "	82	130.6	1	"	
Winchester Span.....	82	124.	1	"	
Harper's Ferry Trestle.....	82	15.	16	Ir. & Wood	
" " Boatway.....	82	31.	1	Wood	
Trestle Work West "	82	15.	92	Ir. & Wood	
Tilt Hammer.....	82	40.	4	Wood	
Government (U. S.).....	82	10.	12	"	
Canal Bridge.....	82	150.	1	"	
Priestly "	83	13.6	1	"	
Pitcher's "	83	18.	1	Stone	
Strider's "	84	18.	1	"	
" "	84	10.	2	"	
Engle's "	84	14.	1	"	
Thomas' Crossing.....	94	12.	1	Wood	
Couchman's Bridge.....	95	15.	1	Stone	
Opequan "	97	147.8	1	Wood	
Tuscarora "	99	39.6	1	"	
Bull's Eye (Mead's) Bridge...	99	19.6	1	Stone	
" " " "	99	34.	1	Wood	
Pillow " "	100	40.	9	"	
Fanver's " "	100	14.	1	St. & Wood	
" " "	100	27.	1	"	
McClure's Lower "	100	14.	1	Wood	
" Upper "	100	14.	1	"	
Dry Run "	101	13.	1	Stone	
Speck's Road "	106	12.	1	"	
Myers' "	107	13.	1	"	
Back Creek "	110	80.	1	"	
Cherry Run "	113	20.	1	"	
Big Run "	115	20.	1	"	
Sleepy Creek "	118	109½	2	Wood	
Hancock "	123	25.	1	Stone	
Sir John's Run "	128	15.	1	"	
Great Cacapon "	132	132½	2	Wood	
Bruce's Boatway.....	133	18	1	Stone	
Willet's Run Bridge.....	133	12	1	"	
Donnell's Run "	152	11.	1	Wood	
Little Cacapon "	157	131.	1	"	
Morrow's Run "	159	13.	1	"	
South Branch "	162	121.	3	"	
Green Spring "	164	16.	1	"	
Round "	166	10.	1	"	
Dan's Run "	168	12.	1	Stone	
Patterson's "	170	72.6	2	Wood	
North Branch "	172	134.8	3	Iron	
" "	172	131.	1	Wood	
Everett's Creek "	174	100.	1	"	
Hays' Street "	179	27.6	1	Wood & Ir.	Over Road- way.
Wills' Creek "	179	50.	14	Brick	
Fayette Street "	179	39.5	1	Wood	
Mud Run "	179	12.	1	Iron	
Washington St. "	179	37.	1	Wood	Over Road- way.

5—Continued.

NAME OF BRIDGE.	Mile from Balt.	Span.	No. of Span.	Character.	REMARKS.
Lynn's Run Bridge.....	179	12.	1	Iron	
Riser's ".....	182	16.	1	Ir. & Wood	
Manica Run ".....	184	25.	1	"	
Camp Run ".....	185	20.	1	Stone	
Bridgeford's ".....	187	20.	1	"	
Swearingen's ".....	188	10.	1	Wood	
Key's Run ".....	188	12.	1	"	
Row's Run ".....	189	25.	1	Ir. & Wood	
Mill Run ".....	190	12.	1	Wood	
" No. 2, ".....	190	12.	2	"	
" No. 3, ".....	190	12.	2	"	
Ravenscraft ".....	197	14.	1	Stone	
Potomac River ".....	198	156.	2	Wood	
Wheeler's ".....	199	12.	1	"	
Lime Stone ".....	199	12.	1	"	
New Creek ".....	200	25.	4	Iron	
Grimstrong's ".....	202	12.	1	Wood	
Pound Run ".....	203	12.	1	Timber	
Good's Run ".....	204	12.	1	Wood	
Montgomery ".....	207	10.	1	Stone	
Savage ".....	207	56.	3	"	
Crab-tree, No. 1.....	217	35.	1	Ir. & Wood	
" No. 2.....	218	25.	1	"	
" No. 3.....	218	25.	1	"	
" No. 4.....	218	33.	4	"	
" No. 5.....	218	15.	1	Wood	
" No. 6.....	219	12.	1	"	
Little Youghiogheny.....	228	25.	1	Iron	
" " No. 2.....	229	25.	2	"	
Cherry Glade Run.....	231	....	...	...
Big Youghiogheny.....	232	180.	1	Wood	
Mason's Spring Run.....	237	12.	1	Iron	
N. F'k Snowy Creek.....	239	25.	1	"	
Salt Lick.....	249	50.	1	"	
Carr's Bridge.....	251	25.	1	Wood & Ir.	
Cheat River.....	253	$12\frac{0}{8}$	2	Wood	
Viaduct, No. 1.....	254	340.	1	Iron	
" No. 2.....	255	445.	1	"	
Pringle Run.....	257	12.	1	Wood	
Raccoon Run, No. 1.....	261	12.	1	"	
" " No. 2.....	266	25.	2	Iron	
Hook's Run.....	267	20.	1	Wood & Ir.	
Raccoon Run, No. 3.....	269	25.	5	Iron	
Horse Run.....	272	15.	1	Wood	
Sheehan's Run.....	273	20.	1	Wood & Ir.	
Thorn's ".....	275	15.	1	Wood	
Mud Lick ".....	277	12.	1	"	
Three Fork ".....	277	$5\frac{6}{6}$	$\frac{2}{1}$	Wood & Ir.	
Dick's ".....	278	14.	1	Wood	
Norris's ".....	280	15.	1	"	
Short ".....	281	18.	1	Wood & Ir.	
Wickwire ".....	284	50.	1	Iron	
Plum ".....	284	12.	1	Stone	
Gladly Creek Run.....	288	30.	1	"	
Burnt Cabin ".....	288	30.	1	"	

5—Continued.

NAME OF BRIDGE.	Mile from Balt.	Span.	No. of Span.	Character.	REMARKS.
Fall Run.....	288	25.	1	Stone	
Level ".....	290	12.	1	"	
Shriver's ".....	293	12.	1	"	
Guyee's ".....	293	15.	1	"	
Robinson's ".....	293	15.	1	"	
Mundell's ".....	294	12.	1	"	
Johnson's Mill ".....	295	12.	1	"	
Benton's Bridge ".....	296	25.	1	"	
Saw-Mill ".....	298	12.	1	"	
Two Prong ".....	299	12.	1	"	
Pumpkin ".....	299	12.	1	"	
Monongahela River.....	299	205.	3	Iron	
Coal Run.....	301	64.	1	Wood & Ir.	
Buffalo Creek, No. 1.....	305	65.	2	"	
Finch Run.....	306	27.	1	"	
Conway's Run.....	307	12.	1	Wood	
Snodderly's ".....	308	12.	1	"	
Davis's ".....	309	12.	1	"	
Dunkard ".....	310	15.	1	Wood & Ir.	
Big Laurel ".....	312	12.	1	Wood	
Buffalo Creek, No. 2.....	314	54.	2	Wood & Ir.	
" " No. 3.....	314	52.	3	"	
Mod's Run.....	315	12.	1	Wood	
Mahan's Run.....	316	12.	1	"	
Coon Run.....	319	12.	1	Stone	
Piles' Fork, No. 1.....	319	54.	2	Wood & Ir.	
" " No. 2.....	320	54.	2	"	
" " No. 3.....	321	54.	2	"	
" " No. 4.....	321	47.	3	"	
" " No. 5.....	321	75.	1	"	
" " No. 6.....	322	100.	1	"	
Talkington Run.....	322	12.	1	Stone	
Metz's Run.....	323	12.	1	Wood	
Right Hand Fork Run.....	323	25.	1	Wood & Ir.	
Storm's Run.....	325	12.	1	Wood	
Piles' Fork, No. 7.....	328	12.	1	Wood & Ir.	
Church's Fork, No. 1.....	329	27.	1	"	
Lost Run.....	330	12.	1	Wood	
Clap Fork.....	332	40.	1	Wood & Ir.	
Church's Fork, No. 2.....	333	41.	2	"	
Fish Creek.....	334	41.	1	Wood	
Church's Fork, No. 3.....	334	75.	1	Wood & Ir.	
" " No. 4.....	334	63.	1	"	
" " No. 5.....	335	68.	1	"	
" " No. 6.....	335	54.	2	"	
" " No. 7.....	336	54.	2	"	
" " No. 8.....	336	68.	2	"	
" " No. 9.....	336	54.	2	"	
N. F'k Fish Creek, No. 1.....	343	48.	2	"	
" " No. 2.....	344	25.	2	"	
" Grave Creek.....	350	31.	1	"	
Cameron's Run.....	350	12.	1	Wood	
Left hand F'k Grave Creek...	352	42.	1	"	
Parker's Run.....	353	12.	1	"	
Cox's Run.....	354	12.	1	"	

5—*Concluded.*

NAME OF BRIDGE.	Mile from Balt.	Span.	No. of Span.	Character.	REMARKS.
Grave Creek, No. 2.....	355	50.	2	Wood & Ir.	
“ No. 3.....	355	43.	2	“	
French's Run.....	356	12.	1	Wood	
Salt Lick “.....	356	12.	1	“	
Grave Creek, No. 4.....	357	54.	2	Wood & Ir	
“ No. 5.....	357	54.	2	“	
“ No. 6.....	357	80.	1	“	
“ No. 7.....	358	54.	2	“	
Ben's Run.....	360	12.	1	Wood	
Hogan's Run.....	363	10.	1	“	
Grave Creek, No. 8.....	365	43.	2	Wood & Ir	
“ No. 9.....	365	54.	2	“	
Middle G. Creek.....	366	64.	1	“	
Little Grave Creek.....	367	66.	2	“	
Kate's Rock.....	370	12.	1	Stone	
Davy's Run.....	372	15.	1	“	
McMehen's Run.....	373	20.	1	“	
Belt's Run.....	374	12.	1	Wood	
Bogg's “.....	375	20.	1	Stone	
Callwell's.....	377	50.	1	Wood & Ir.	
Wheeling Creek.....	378	67.	2	“	

5.

Statement showing the Number of Bridges and their Location, on the Parkersburg Branch; also their Span in feet, &c., September 30th, 1858.

NAME OF BRIDGE.	No. Bridges on each mile, commencing at Grafton.	Mile on which the Bridge is located.	Length of span between Abutments.	No. of Spans	Character.
Valley River.....	1	1	200	2	Wood & Iron.
Simpson's Creek.....	2	4	45	1	
Bartlett's ".....	3	9	25	1	
Simpson's ".....	4	16	100	1	
" ".....	5	17	117	1	
" ".....	6	18	100	1	
Joe's Run.....	7	18	25	1	
West Fork.....	8	23	200	1	
Pike.....	9	23	30	1	
Limestone.....	10	24	50	1	
".....	11	24	50	1	
".....	12	25	40	1	
Ten Mile.....	13	30	60	1	
".....	14	31	60	1	
Long Run.....	15	41	25	1	
Green Brier.....	16	42	25	1	
Morgan's Run.....	17	43	25	1	
Buckeye Fork.....	18	44	75	1	
" ".....	19	45	75	1	
" ".....	20	46	62	2	
" ".....	21	48	62	2	
Middle Land.....	22	49	150	1	
Pike.....	23	50	35	1	
Hrnold's Creek.....	24	51	80	1	
Aughes' River.....	25	58	80	1	
" Run.....	26	65	30	1	
" ".....	27	68	40	1	
" ".....	28	69	40	1	
" ".....	29	69	40	1	
Bond's Creek.....	30	72	75	1	
Hughes' River.....	31	73	100	1	
" ".....	32	74	110	1	
" ".....	33	74	110	1	
" ".....	34	75	110	1	
Goose Creek.....	35	81	75	1	
" ".....	36	81	75	1	
" ".....	37	82	77 $\frac{1}{2}$	1	
" ".....	38	82	77 $\frac{1}{2}$	1	
" ".....	39	83	100	1	
" ".....	40	83	100	1	
" ".....	41	83	111	1	
" ".....	42	83	100	1	
Walker's Creek.....	43	86	50	1	
" ".....	44	89	75	1	
" ".....	45	90	75	1	
" ".....	46	91	75	1	
" ".....	47	92	75	1	
St Ilwell.....	48	95	60	1	
Worthington.....	49	102	60	1	

REPORT

OF THE

Master of Machinery.



Machinery Department's Report.

Office of the Machinery Department,

BALTIMORE AND OHIO RAILROAD CO.,

OCTOBER 1ST, 1858.

CHAUNCY BROOKS, Esq.,

President.

SIR:

In submitting for your consideration the accompanying statements, exhibiting the present condition of the Machinery Department, and the expense incurred in its maintenance during the fiscal year just ended, it is a source of gratification to me to be able to call your attention to a material reduction of expenditure in its different branches, and also to an improved condition of machinery.

The effect of the liberal policy adopted by the Board in the summer of 1856, which looked not only to the maintenance of the machinery, but to the introduction of such improvements and modifications as would tend to permanent advantage, as well as efficient and economical operation, is now being most favorably felt, and must, through the coming year, show still more beneficial results.

MAINTENANCE OF MACHINERY.

MAIN STEM.

Repairs of Locomotive Engines.....	\$372,849	92
“ Passenger Cars.....	52,213	06
“ Tonnage Cars.....	99,312	85
“ Coal Cars.....	76,170	63
“ Stock Cars.....	18,604	96
* “ Hand and Dump Cars.....	1,877	18
“ Snow Ploughs.....	2	79
“ Stationary Machinery.....	38,310	84
* Depots and Buildings.....	43,061	93
* Cleaning Engines, Cars, &c., and putting away En- gines.....	47,763	51
* Preparing fuel, and filling Tenders.....	11,899	25
Contingent Expenses.....	2,850	60
Total Expenses on Main Stem.....	\$764,917	52

NORTHWESTERN VIRGINIA RAILROAD.

Repairs to Locomotive Engines.....	\$34,601	05
“ Passenger Cars.....	3,102	50
“ Tonnage Cars.....	8,506	34
* “ Hand and Dump Cars.....	589	16
“ Stationary Machinery.....	3,889	57
* Depots and Buildings.....	391	20
* Cleaning Engines and Cars, and putting away Engines	6,343	30
* Preparing fuel, and filling Tenders.....	1,456	50
Contingent Expenses.....	1,052	34
Total Expenses on Northwestern Virginia Road.....	\$59,931	96

WASHINGTON BRANCH.

Repairs to Locomotive Engines.....	\$12,920	82
“ Passenger Cars.....	17,803	12
“ Tonnage Cars.....	10,252	91
* “ Hand and Dump Cars.....	17	80
* “ Depots and Buildings.....	1,127	88
* Cleaning Engines and Cars, and putting away Engines	5,644	30
* Preparing fuel, and filling Tenders.....	1,078	00
Contingent Expenses.....	1,321	40
Total Expenses on Washington Branch.....	\$50,166	23
Total Expenses of Machinery Department.....	\$875,015	71

* Formerly charged in the expenses of the *Road and Transportation Departments*.

LOCOMOTIVE ENGINES.

Number of Miles run by Locomotive Engines "on Main Stem,"	3,626,805
Cost of Repairs to Engines per mile run	10.2 cts.
Number of Miles run by Locomotive Engines "on N. W. Va. Road,"	345,432
Cost of Repairs to Engines per mile run	10.0 cts.
Number of Miles run by Locomotive Engines "on Washington Branch,"	187,427
Cost of Repairs to Engines per mile run	6.8 cts.
Total Number of Miles run by Locomotive Engines	4,159,664
Cost of Repairs to Engines per mile run	10.1 cts.

Number of Locomotive Engines owned by the Main Stem.

First Class	169
Second Class	41
Third Class	18
	<hr/>
Total	228
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Number of Engines owned by the Washington Branch.

First Class	1
Second Class	4
Third Class	2
	<hr/>
Total	7
	<hr/>

Number of Engines employed in Passenger service	28
" " " in Coal, Stock and Tonnage Service	166
" " " Regulating at Stations	12
" " " by Road Department, Ballasting, &c.	5
" " undergoing Repairs	20
" " being Rebuilt	4
	<hr/>
Total Number of Engines	235
	<hr/>

PASSENGER CARS.

Number of Passenger, Mail, Baggage and Express Cars in Service on the Main Stem	87
Number in service on Washington Branch	33
" " Northwestern Virginia Road	8
	<hr/>
Total	128
	<hr/>
Number of Passenger Cars added during the year	3

BURDEN CARS.

Number of Cars employed in Transportation of Tonnage on the Main		
Stem and N. W. Va. R. R.....	1,886	
Number of Cars transporting Stock.....		152
“ “ “ Coal.....	1,296	
“ Ballast Cars.....	138	
“ Snow Ploughs.....	17	
Total.....		3,489

Number of Cars employed in Transportation of Tonnage on the Washing-		
ton Branch.....	159	
Number of Cars transporting Stock.....		6
“ Snow Ploughs.....	2	
Total.....		167

Burden Cars Rebuilt during the year.

For service on the Main Stem and N. W. Va. Road.....		35
“ “ “ Washington Branch.....	2	
Total.....		37

One locomotive engine has been added during the year; twenty-eight have been rebuilt, and one hundred and sixteen thoroughly repaired. The number of both engines and cars has been fully maintained.

The two Ten-wheel Freight Engines built at the Company's shops at Mount Clare, and received into the service in July and September, 1857, have, in their performance, proved very efficient and reliable machines. One of them, (No. 230,) has been employed for the past thirteen months upon the Washington Branch, doing the entire through freight business of that road, (hauling at times forty loaded cars,) and has not, in a single instance, failed to make its trips in regular time. The other, (No. 229,) has been employed on the Third Division of the Main Stem, between Piedmont and Fetterman, and has, in some

instances, drawn a load of one hundred and fifty tons (of 2,000 lbs.) up the grade from Piedmont to Altamont, seventeen miles, the ascent being 116 feet per mile. This is more favorable than the recorded performance of any other of the locomotives in this service.

A new coal-burning Passenger-engine has just been completed at the Mount Clare Shops. This engine has been built to replace Camel-engine No. 188, the boiler of which exploded at Swanton in February last.

In August last the Agent of the Trustees of the Hempfield Railroad Company, perfected an arrangement with this Company, by which their defective machinery has been replaced by that of a more substantial character, and that road, which had not been worked for nine months, put into successful operation.

The introduction of *coke* as a fuel for our passenger engines, has been attended with entire success, resulting in very economical and efficient operation of these machines. A series of experiments have been made with *raw coal* upon the passenger engines, with results of a satisfactory character, showing conclusively that our passenger trains, containing *five cars*, can be drawn over the first division of the road, overcoming grades of eighty-three feet per mile, with a consumption of 26 lbs. of coal per mile run, costing, including all transportation charges on the coal, three and six-tenths cents per mile.

The experiments with fuel have all been made with the same engine, (No. 233.) Their results were as follows:

<i>Cost per mile run with Mail and Express Trains, hauling five cars.</i>	
With Wood.....	7 8-10 cts.
“ Coke.....	5 6-10 cts.
“ Coal.....	3 6-10 cts.

Fourteen of the Passenger-engines are now consuming

mineral fuel; others will be altered as soon as the large accumulation of wood on the western divisions is sufficiently reduced to render it advisable.

The operations of the road for the past year have been characterized by unusual freedom from accidents arising from defective or unreliable machinery. The instances of engines running off the track have been much less frequent than formerly. This I attribute measurably to the change made about eighteen months since, in the form of the flanges of engine-wheels, in connection with an increased degree of caution on the part of the enginemen, and an improved condition of the roadway.

In conclusion, I feel fully justified in stating that, with the present improved condition of the road and its equipment, the completion of the arching of the tunnels on the Main Stem, the addition of second-track at necessary points, together with the reliable condition of our Telegraph lines, this Company have, at present, a greatly increased capacity for extended operations, without further expenditure of capital.

My acknowledgments are due to the officers and employees of the Department, for their efficient and zealous co-operation.

Respectfully submitted,

HENRY TYSON,

Master of Machinery.

T A B L E S
REFERRED TO IN THE FOREGOING REPORT
OF THE
MASTER OF MACHINERY.

A.

Statement showing the **Expense** incurred in **Maintenance of Machinery**,
and the **condition** of the *Locomotive Engines*, during each month of the
fiscal year ending September 30th, 1858.

MONTH.	EXPENSE.	No. of Locomotives fit for service.	No. of Locomotives undergoing repair	REMARKS.
1857—October	\$90,501 55	206	28	During the year, 109 <i>first class</i> , 31 <i>second class</i> , and 4 <i>third class</i> Engines were <i>thoroughly re-</i> <i>paired or rebuilt.</i>
November	48,735 87	210	25	
December	65,965 60	211	24	
1858—January	51,846 69	210	25	
February	47,452 68	198	37	
March	75,656 38	206	29	
April	63,108 34	208	27	
May	68,082 42	208	27	
June	68,636 17	205	30	
July	63,359 06	206	29	
August	54,094 05	207	28	
September	56,415 75	208	27	

B.

Comparative Statement of the Expenses of the Machinery Department of the Baltimore and Ohio Railroad Company,—on MAIN STEM, NORTHWESTERN VIRGINIA RAILROAD, and WASHINGTON BRANCH,—during the 31st and 32d fiscal years, ending respectively on the 30th September, 1857 and 1858.

	MAIN STEM.		N. W. VA. R. R.		WASH. BRANCH.	
	1857.	1858.	1857.	1858.	1857.	1858.
Repairs to Locomotive Engines.....	\$492,559 07	\$372,849 92	\$11,109 28	\$34,601 05	\$6,400 41	\$12,920 82
“ Passenger Cars.....	81,052 19	52,213 06	3,094 59	3,102 50	20,765 42	17,803 12
“ Tonnage “	105,279 31	99,312 85	2,672 29	8,506 34	12,786 00	10,252 91
“ Coal “	91,859 09	76,170 63	.....	.....	.....	.....
“ Stock “	26,030 32	18,604 96	.....	.....	.....	.....
“ *Hand and Dump Cars.....	.....	1,877 18	.....	589 16	.....	17 80
“ Snow Plows.....	5,142 38	2 79	.....	.....	.....	.....
“ Stationary Machinery.....	61,810 35	38,310 84	2,645 83	3,889 57	.....	.....
“ Depots and Buildings.....	.....	43,061 93	.....	391 20	.....	1,127 88
*Cleaning Engines and Cars, & putting away Engines.....	.....	47,703 51	.....	6,343 30	.....	5,644 30
*Preparing fuel, and filling Tenders.....	.....	11,899 25	.....	1,456 50	.....	1,078 00
Contingent Expenses.....	.....	2,850 60	.....	1,052 34	.....	1,321 40
	\$863,250 03	\$764,917 52	\$19,511 99	\$59,931 96	\$39,951 83	\$50,166 23

* NOTE.—These accounts were formerly in the charge of the *Transportation and Road Departments.*

C.

Comparative Statement of the Cost of Maintenance of Machinery,—on the MAIN STEM, NORTHWESTERN VIRGINIA RAIL-ROAD and WASHINGTON BRANCH,— during the fiscal years ending respectively on the 30th September, 1857 and 1858.

	MAIN STEM.		N. W. V. A. R. R.		WASH. BRANCH.	
	1857.	1858.	1857.	1858.	1857.	1858.
Repairs to Locomotive Engines.....	\$492,559 07	\$372,849 92	\$11,109 28	\$34 601 05	\$6,400 41	\$12,920 82
“ Passenger Cars.....	81,052 19	52,213 06	3,094 59	3,102 50	20,765 42	17,803 12
“ Tonnage.....	105,279 31	99,312 85	2,672 29	8,506 34	12 786 00	10,252 91
“ Stock.....	26,030 32	18,604 96	.....	.....	.....	.....
“ Coal.....	91,859 09	76,170 63	.....	.....	.....	.....
“ Dump.....	.....	1,877 18	.....	589 16	.....	17 80
“ Stationary Machinery.....	61,810 35	38,310 84	2,645 83	3,292 95	.....	.....
“ Snow Plows.....	5,142 38	2 79	.....	.....	.....	.....
*	\$863,250 03	\$659,342 23	\$19,511 99	\$50,092 00	\$39,951 83	\$40,994 65

* NOTE.—This account,—Repairs of Dump Cars,—was formerly in the hands of the Road Department.

NOTE.—The Northwestern Virginia Road was operated by this Company but seven months of the year ending with September 30th, 1857.

D.

Statement showing the value of Materials on hand in the Machinery Department of the Baltimore and Ohio Railroad Company, on the 30th September, 1858.

Car Axles and Wheels.....	\$23,368 68
Engine Axles and Wheels	26,681 81
Pig Iron.....	9,369 38
Hammered and Rolled Iron.....	28,988 33
Iron Castings.....	21,274 28
Spring and Cast Steel.....	9,240 98
Brass Castings.....	12,762 66
New Copper	7,014 62
Scrap Iron and Steel	5,731 47
Scrap Brass and Copper.....	4,716 33
Paints, Glass and Oils.....	1,447 61
Lumber	11,715 87
Coal	254 20
Engine and Car "Duplicates"	21,942 24
Materials in Storerooms.....	22,746 94
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Total.....	\$207,255 40

E.

Statement showing the **Number and kinds of Cars** owned by the *Baltimore and Ohio Railroad Company*, and the **number rebuilt** during the fiscal year ending 30th September, 1858.

MAIN STEM*		WASHINGTON BRANCH.	
Number and Description of Cars.	Num. rebuilt.	Number and Description of Cars.	Num ^b r rebuilt.
BURDEN CARS.		BURDEN CARS.	
1,236 Eight-wh'l House, . . .	9	82 Eight-wh'l House Cars, . .	
756 " " Gondola, . . .	21	59 " " Gondola, . . .	1
19 Four " House, . . .		2 " " Stall Rack, . . .	
1 " " Gondola, . . .		2 " " Double-d'k rack,	
25 Eight " House Stock, . .		2 " " House Stock, . .	
90 " " Double-d'k rack		2 Four " House, . . .	
18 " " Open Rack, . . .		3 Eight " Stone, . . .	
11 " " Stall Rack, . . .	3	2 " " Sand, . . .	
8 " " Drovers', . . .		3 " " Express, . . .	1
30 " " Platform, . . .		2 " " Firewood, . . .	
30 " " Stone, . . .		6 Four " Lumber Trucks,	
9 " " Firewood, . . .	2	2 Six " Snow Plows, . .	
6 Four " Firewood, . . .			
6 " " Iron, . . .		167 Total—Burd'n cars on W. B.	2
19 " " Stone, . . .			
5 Eight " Barrel, . . .			
4 " " Riggers', . . .			
2 " " Supervisors', . . .			
20 Four " Lumber Trucks,			
1 Eight " Cyli ^d r Powd'r			
1 Four " " " "			
9 " " Broom, . . .			
16 Six " Snow Plows, . .			
1 Four " " " "			
†138 " " Dump, . . .			
778 Eight " Iron Coal, . .			
250 Six " " " "			
3,489 Total—Burden cars on M. S.	35		
PASSENGER CARS.		PASSENGER CARS.	
16 Smokers', . . .		7 Smokers', . . .	4
10 Ladies', . . .		2 Ladies', . . .	
42 Thoroughfare, . . .		18 Thoroughfare, . . .	
3 Baggage, . . .		1 Baggage, . . .	
2 Baggage and Smokers', . .		5 Mail and Baggage, . . .	
12 Mail, Express and Baggage			
5 Mail and Baggage, . . .			
1 Pay, . . .			
3 Officers', . . .			
1 Street, . . .			
95 Total—Pass'r cars on M. S.		33 Total—Pass'r Cars on W. B.	4

* NOTE.—The Cars employed on the *Northwestern Virginia Railroad* are included in the Number given for the *Main Stem*.

† NOTE.—These Cars—138 *Dump*—were formerly accounted for by the *Road Department*. They were transferred to the custody of the *Machinery Department* in May, 1858.

F.

The Number of Locomotive Engines owned by the Baltimore and Ohio Railroad Company, on the Main Stem, Northwestern Virginia Railroad, and Washington Branch; also, an Exhibit of the Cost of Maintenance of the same, for the year ending September 30th, 1858.

No. of Engine.	Class.	Builder's Names.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. Miles run.	Cost of Material and Workmans' p.	Average Cost per Mile run.	REMARKS.
1	3	P. Davis.....	July, 1834	.....	.....	9,579	222 61	2.32	In good condition.
2	3	" ".....	Oct. 1834	.....	.....	17,100	1,267 93	7.41	Has had heavy repairs.
3	3	" ".....	June, 1835	.....	.....	9,220	339 85	3.69	In good order.
4	3	" ".....	June, 1835	.....	.....	18,036	599 22	3.32	" "
5	3	" ".....	July, 1835	.....	.....	12,825	76 65	0.59	" "
6	3	" ".....	Feb. 1836	.....	.....	14,800	670 06	4.52	" "
7	3	" ".....	April, 1836	.....	.....	13,726	545 31	3.97	" "
8	3	Gill'm & Winans...	Aug. 1836	.....	.....	12,250	217 28	1.77	" "
9	3	" ".....	Aug. 1836	.....	.....	16,170	211 98	1.31	Wants slight repairs.
10	3	" ".....	Nov. 1836	.....	.....	21,300	817 57	3.83	In good order—has been thoroughly repaired.
11	3	" ".....	April, 1837	.....	.....	7,361	147 46	2.00	Needs repair to furnace.
12	3	" ".....	April, 1837	.....	.....	15,660	466 64	2.90	In good condition.
13	3	William Norris....	April, 1837	.....	.....	22,810	655 36	2.87	In good order.
14	3	Gill'm & Winans...	June, 1837	.....	.....	4,600	69 37	1.50	Needs slight repairs.
15	3	" ".....	May, 1838	.....	.....	6,213	76 84	1.23	In good condition.
16	3	William Norris....	June, 1838	.....	.....	7,761	381 24	4.91	" "
17	3	Gill'm & Winans...	Oct. 1838	.....	.....	8,989	428 08	4.76	" "
18	3	William Norris....	Feb. 1857	.....	.....	.....	7 99	.....	Extra.
19	3	" ".....	Feb. 1857	.....	.....	2,281	19 84	0.44	Extra.
20	3	" ".....	July, 1839	8,238	5,197	13,435	1,659 03	12.34	Has had thorough repairs.
21	3	" ".....	July, 1839	17,261	2,862	20,123	684 78	3.42	In good condition.
22	3	" ".....	Aug. 1839	19,570	3,167	22,737	956 76	4.21	" "
23	3	B. & O. R. R. Co....	Sept. 1839	13,560	5,380	18,940	643 63	3.39	" "
24	3	William Norris....	Nov. 1839	.....	.....	3,643	251 78	6.91	Extra.

25	2	W. Mason & Co	Nov.	1856	34,518	.....	34,518	1,835	60	5.31	In good condition.
26	2	"	Nov.	1856	27,100	.....	27,100	2,952	14	10.89	Has been thoroughly repaired.
27	2	East'k & Harrison.	Feb.	1841	.....	.....	13,162	490	12	3.72	In good order.
28	2	N. Castle Mfg. Co.	July,	1841	862	19,210	20,072	1,308	90	6.52	Worn out.
29	2	East'k & Harrison.	July,	1841	.....	.....	.....	.....	.....	.....	Demolished by accident.
30	2	"	Feb.	1842	.....	.....	.....	.....	.....	.....	In good order.
31	2	William Norris....	May,	1853	25,876	6,765	16,194	5,943	08	58.29	"
32	2	Ross Winans.....	Oct.	1853	.....	.....	31,642	1,013	65	3.29	"
33	2	B. & O. R. R. Co....	Oct.	1853	.....	.....	25,916	1,142	71	4.40	"
34	1	"	Nov.	1853	.....	.....	16,152	2,508	20	15.52	Has been thoroughly repaired.
35	1	Ross Winans.....	Nov.	1844	.....	.....	21,547	1,192	56	5.53	In good condition.
36	1	"	Dec.	1844	.....	.....	4,400	584	66	13.28	Extra.
37	1	"	July,	1845	.....	.....	13,263	593	21	4.47	"
38	1	B. & O. R. R. Co.	July,	1853	.....	.....	.....	2	38	.....	Has been thoroughly repaired.
39	1	Ross Winans.....	Dec.	1845	2,448	15,852	20,822	2,478	91	11.90	"
40	1	B. & O. R. R. Co.	July,	1845	.....	.....	18,300	2,801	72	15.30	Needs slight repairs.
41	1	Ross Winans.....	Aug.	1845	.....	.....	21,180	1,726	61	8.15	In good condition.
42	2	East'k & Harrison.	July,	1840	.....	.....	23,128	315	64	1.36	Needs heavy repairs.
43	1	B. & O. R. R. Co.	Nov.	1851	.....	.....	8,292	488	41	5.95	Has had thorough repairs.
44	1	M. W. Baldwin....	Dec.	1846	.....	.....	26,099	4,100	63	20.40	Needs repairs.
45	1	"	Dec.	1846	.....	.....	6,355	230	16	3.62	Extra.
46	1	"	Dec.	1846	.....	.....	2,100	133	02	6.33	In good order.
47	2	N. Castle Mfg. Co.	Dec.	1846	.....	.....	20,998	1,571	21	7.48	Has been thoroughly repaired.
48	2	"	Jan.	1847	25,324	.....	25,324	1,648	62	6.51	In good condition.
49	1	B. & O. R. R. Co.	Aug.	1856	30,061	.....	30,061	996	92	3.31	Has had thorough repairs.
50	2	M. W. Baldwin....	Dec.	1847	.....	.....	20,474	2,338	83	11.42	Needs new wheels and repairs.
51	2	"	Jan.	1848	.....	.....	9,835	650	96	6.61	Needs repairs.
52	2	Ross Winans.....	Dec.	1856	.....	.....	9,172	956	23	10.42	In good condition.
53	2	M. W. Baldwin....	Feb.	1848	16,385	17,216	33,601	767	55	2.28	Was severely damaged by accident.
54	1	B. & O. R. R. Co.	May,	1848	.....	.....	12,992	424	99	3.27	In good condition.
55	1	Ross Winans.....	June,	1848	.....	.....	1,116	2,225	54	199.42	Needs thorough repairs.
56	1	N. Castle Mfg. Co.	June,	1848	.....	.....	14,358	1,642	11	11.43	"
57	1	M. W. Baldwin....	Oct.	1848	.....	.....	14,219	435	57	3.06	"
58	1	"	Dec.	1848	.....	.....	18,293	1,881	03	12.82	Has had heavy repairs.
59	1	Ross Winans.....	Dec.	1848	.....	.....	21,725	2,432	93	11.19	Needs slight repairs.
							11,369	1,789	15	15.73	

F—Continued.

No. of Runline.	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. of Miles run.	Cost of Mater- ial and Work- manship.	Average Cost per Mile run.	REMARKS.
60	1	M. W. Baldwin....	Dec. 1848	.....	.....	16,075	2,791 85	17.36	Has been thoroughly repaired.
61	1	Ross Winans.....	Dec. 1848	.....	.....	12,858	295 91	2.30	In good order
62	1	M. W. Baldwin....	Jan. 1849	.....	.....	15,080	294 16	1.95	" "
63	1	B. & O. R. R. Co..	May, 1849	.....	.....	21,791	1,169 89	5.37	" "
64	1	" " " "	Mar. 1850	.....	.....	10,095	4,333 12	42.92	Has been reb't; damaged by explos'n boiler.
65	1	Ross Winans.....	Sept. 1850	.....	.....	25,866	3,583 81	13.85	Has had thorough repair.
66	1	" " " "	Sept. 1850	.....	.....	21,221	1,747 81	8.23	Undergoing repair.
67	1	B. & O. R. R. Co..	Oct. 1850	.....	.....	17,037	2,346 39	13.79	In good order.
68	1	Ross Winans.....	Oct. 1850	.....	.....	3,574	183 64	5.13	Undergoing repair.
69	1	" " " "	Nov. 1850	.....	.....	15,932	1,435 87	9.01	In good order.
70	1	" " " "	Mar. 1851	.....	.....	14,210	2,837 67	19.96	Has had thorough repair.
71	1	" " " "	April, 1851	.....	.....	13,506	3,860 40	28.58	" "
72	1	B. & O. R. R. Co..	June, 1851	.....	.....	18,333	2,317 84	12.64	" "
73	1	Ross Winans.....	June, 1851	.....	.....	10,647	530 73	4.98	" "
74	1	" " " "	Aug. 1851	.....	.....	16,339	1,943 01	11.89	Needs repair to furnace.
75	1	" " " "	Aug. 1851	.....	.....	18,090	3,713 19	20.52	In good order.
76	1	B. & O. R. R. Co..	Sept. 1851	.....	.....	20,852	1,748 73	8.38	Has been thoroughly repaired.
77	1	Ross Winans.....	Aug. 1851	.....	.....	18,873	2,003 21	1.061	In good condition
78	1	" " " "	Sept. 1851	.....	.....	23,881	1,318 98	5.52	" "
79	1	" " " "	Sept. 1851	.....	.....	10,798	1,432 21	13.26	Now being repaired.
80	1	" " " "	Sept. 1851	.....	.....	15,798	2,061 02	13.04	" "
81	1	" " " "	Oct. 1851	.....	.....	17,562	3,034 39	17.27	Has been thoroughly repaired.
82	1	" " " "	Oct. 1851	.....	.....	17,179	1,786 41	10.39	In good order.
83	1	B. & O. R. R. Co..	Oct. 1851	.....	.....	12,200	1,319 58	10.81	" "
84	1	Ross Winans.....	Nov. 1851	.....	.....	24,773	1,679 48	6.77	" "
85	1	" " " "	Dec. 1851	.....	.....	22,227	1,877 66	8.44	" "
86	1	" " " "	Jan. 1852	.....	.....	16,956	445 93	2.62	Needs slight repair.
87	1	" " " "	Jan. 1852	.....	.....	21,497	1,566 32	7.28	In good order.

88	2	Ross Winans.....	Jan.	1852	.....	.....	22,983	1,693 93	7.37	In good order.
89	2	B. & O. R. R. Co.	Jan.	1852	.....	31,475	31,475	2,128 74	6.76	Undergoing repairs.
90	1	Ross Winans.....	Jan.	1852	.....	16,596	16,596	2,574 61	15.51	In good order.
91	1	"	Feb.	1852	.....	23,635	23,635	1,338 08	5.66	"
92	1	"	Mar.	1852	.....	16,450	16,450	4,016 63	24.41	Undergoing repairs.
93	1	"	Mar.	1852	.....	18,204	18,204	2,045 60	11.23	In good condition.
94	1	"	Mar.	1852	.....	23,176	23,176	1,176 11	5.07	"
95	2	B. & O. R. R. Co.	Mar.	1852	.....	27,469	27,469	2,275 04	8.28	"
96	1	Ross Winans.....	April,	1852	.....	20,208	20,208	1,839 21	9.10	"
97	1	"	April,	1852	.....	19,527	19,527	1,072 79	5.49	Undergoing repairs.
98	1	"	May,	1852	.....	17,876	17,876	2,005 01	11.21	In good condition.
99	1	B. & O. R. R. Co.	June,	1852	10,349	.....	26,829	1,922 78	7.16	"
100	1	Ross Winans.....	July,	1852	.....	14,503	14,503	1,572 01	10.82	"
101	1	"	July,	1852	.....	8,366	8,366	916 56	10.95	"
102	1	"	Aug.	1852	.....	13,818	13,818	2,321 17	16.79	"
103	1	"	Aug.	1852	.....	14,804	14,804	1,136 62	7.67	Undergoing repairs.
104	1	"	Aug.	1852	.....	8,788	8,788	978 93	11.13	Needs thorough repairing.
105	1	"	Sept.	1852	.....	15,335	15,335	1,160 07	7.56	In good order.
106	1	"	Sept.	1852	.....	22,456	22,456	2,206 06	9.82	"
107	2	B. & O. R. R. Co.	Sept.	1852	.....	28,156	28,156	2,856 22	10.14	Has had thorough repairs.
108	1	Ross Winans.....	Sept.	1852	.....	15,770	15,770	2,409 27	15.27	In good order.
109	1	"	Oct.	1852	.....	24,637	24,637	2,116 19	8.58	"
110	1	"	Oct.	1852	.....	13,892	13,892	1,819 46	13.08	"
111	1	"	Oct.	1852	.....	15,246	15,246	1,249 38	8.19	"
112	1	"	Oct.	1852	.....	20,150	20,150	2,610 45	12.95	Has been thoroughly repaired.
113	1	"	Oct.	1852	.....	12,333	12,333	2,191 25	17.76	"
114	1	"	Nov.	1852	.....	20,745	20,745	1,330 75	6.41	In good condition.
115	1	"	Nov.	1852	.....	12,353	12,353	1,453 93	11.76	"
116	1	"	Nov.	1852	.....	21,866	21,866	1,466 23	6.70	Undergoing repairs.
117	1	"	Dec.	1852	.....	18,992	18,992	1 691 54	8.90	In good order.
118	1	"	Dec.	1852	.....	12,514	12,514	1,512 62	12.08	"
119	1	"	Dec.	1852	.....	17,714	17,714	4,105 23	23.17	Has been thoroughly repaired.
120	1	"	Dec.	1852	.....	16,391	16,391	4,345 35	26.51	"
121	1	"	Dec.	1852	.....	11,614	11,614	1,356 37	11.67	Undergoing repairs.
122	1	N. Castle Mfg. Co.	Dec.	1852	.....	26,083	26,083	2,392 82	9.17	"

F--Continued.

No. of Engine.	Class.	Builders' Name.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. of Miles run.	Cost of Material and Workmanship.	Average Cost per Mile run.	REMARKS.
123	1	Ross Winans.....	Jan. 1853	.....	.....	11,765	1,450 72	12.33	In good order.
124	1	" ".....	Jan. 1853	.....	.....	14,283	2,794 77	19.56	Undergoing repair.
125	1	" ".....	Jan. 1853	.....	.....	26,174	2,016 03	7.70	In good order.
126	2	R. Norris & Son....	Jan. 1853	25,462	2,214	27,676	2,821 96	10.19	Has been thoroughly repaired.
127	2	" ".....	Jan. 1853	9,504	14,811	24,315	2,210 92	9.09	In good order.
128	1	Ross Winans.....	July, 1853	.....	.....	11,190	3,531 37	31.55	Has been thoroughly repaired.
129	1	Denmead & Sons....	July, 1853	3,886	10,754	14,640	1,444 35	9.86	In good condition.
130	1	Ross Winans.....	Feb. 1853	.....	.....	12,674	1,322 09	10.43	" "
131	1	B. & O. R. R. Co....	Feb. 1853	.....	.....	21,398	1,895 99	8.86	Needs slight repair.
132	1	Ross Winans.....	Mar. 1853	.....	.....	20,628	2,245 50	10.88	In good order.
133	1	" ".....	April, 1853	.....	.....	13,889	1,938 53	13.95	Undergoing repair.
134	1	" ".....	April, 1853	.....	.....	11,250	1,001 57	8.17	Needs slight repair.
135	1	" ".....	April, 1853	7,640	8,975	16,615	1,035 76	6.23	Now being repaired.
136	1	" ".....	April, 1853	.....	.....	13,532	4,147 08	30.64	Has been thoroughly repaired.
137	1	" ".....	April, 1853	.....	.....	10,308	3,817 46	37.03	" "
138	1	Denmead & Sons....	May, 1853	.....	.....	12,918	969 66	7.50	In good condition.
139	1	N. Castle Mfg. Co. ..	May, 1853	4,113	8,517	12,630	1,243 52	9.84	" "
140	1	Ross Winans.....	May, 1853	.....	.....	15,150	1,954 79	12.90	" "
141	1	" ".....	May, 1853	.....	.....	10,429	2,872 21	27.54	Has had thorough repair.
142	1	Smith & Perkins....	May, 1853	.....	.....	11,743	3,011 15	25.64	" "
143	1	Ross Winans.....	May, 1853	.....	.....	18,700	1,576 75	8.43	Needs slight repairs.
144	1	" ".....	May, 1853	.....	.....	21,630	1,745 85	8.07	In good order.
145	1	" ".....	May, 1853	.....	.....	9,635	946 08	9.81	" "
146	1	" ".....	May, 1853	.....	.....	10,396	4,362 71	41.96	Has had thorough repair.
147	1	" ".....	July, 1853	.....	.....	16,447	1,964 55	11.94	In fair condition.
148	1	" ".....	July, 1853	.....	.....	11,211	1,962 27	17.50	" "
149	2	Lawrence Mfg. Co. ..	July, 1853	.....	.....	26,849	2,994 60	11.15	Has been thoroughly repaired.
150	2	" ".....	July, 1853	.....	.....	28,072	2,508 47	8.93	Undergoing repairs.

151	2	Lawrence M'fg. Co.	July, 1853	.....	29,593	1,747 89	5.90	In good condition.
152	2	" "	July, 1853	.....	27,966	2,496 89	8.92	Has been thoroughly repaired.
153	2	" "	July, 1853	.....	38,862	1,864 52	4.79	In good order.
154	1	Ross Winans.....	July, 1853	.....	9,560	2,811 31	29.40	Has been thoroughly repaired.
155	1	" "	July, 1853	.....	13,308	2,517 56	18.91	" "
156	1	" "	July, 1853	.....	10,153	1,123 60	11.06	Undergoing repairs.
157	1	" "	July, 1853	.....	8,423	1,129 52	13.40	" "
158	1	Smith & Perkins...	July, 1853	.....	11,813	2,767 24	23.42	Has had thorough repairs.
159	1	Denmead & Sons...	July, 1853	.....	21,766	2,848 12	13.08	" "
160	1	Ross Winans.....	July, 1853	.....	10,890	2,565 38	23.55	Undergoing repairs.
161	1	" "	July, 1853	.....	17,056	1,871 14	10.97	In good condition.
162	1	" "	July, 1853	.....	23,858	1,849 33	7.75	Undergoing repairs.
163	1	" "	July, 1853	.....	24,860	2,621 02	10.54	Has had new wheels and heavy repairs.
164	2	N. Castle M'fg. Co.	July, 1853	.....	20,715	2,944 53	14.21	Has been thoroughly repaired.
165	1	Deamead & Sons...	July, 1853	.....	20,196	2,420 66	11.98	" "
166	1	" "	Aug. 1853	.....	23,782	2,068 45	8.69	" "
167	1	" "	Sept. 1853	.....	25,452	2,608 32	10.24	" "
168	1	Ross Winans.....	Oct., 1853	.....	14,867	1,181 91	7.94	Needs new wheels and repairs to furnace.
169	1	" "	Oct. 1853	.....	17,848	1,668 48	9.34	In good condition.
170	1	" "	Oct. 1853	.....	14,276	2,869 16	20.09	Has had thorough repairs.
171	1	" "	Oct. 1853	.....	22,814	2,053 40	9.00	Undergoing repairs.
172	1	" "	Oct. 1853	.....	14,873	1,717 13	11.52	Needs slight repairs.
173	1	" "	Oct. 1853	.....	16,150	1,695 60	10.49	In good order.
174	1	" "	Oct. 1853	.....	23,435	1,723 47	7.35	" "
175	1	" "	Oct. 1853	.....	21,279	1,167 45	5.48	" "
176	1	" "	Oct. 1853	.....	20,835	1,922 41	9.22	Needs repair to furnace.
177	1	" "	Oct. 1853	.....	11,030	2,513 42	22.78	Has been thoroughly repaired.
178	1	" "	Oct. 1853	.....	15,592	2,723 71	17.46	" "
179	1	" "	Oct. 1853	.....	16,124	2,758 00	17.10	" "
180	1	" "	Oct. 1853	.....	14,211	1,098 10	7.72	In good order.
181	1	" "	Oct. 1853	.....	14,261	1,394 31	9.77	" "
182	1	" "	Oct. 1853	.....	17,380	1,441 65	8.29	" "
183	1	" "	Oct. 1853	.....	16,504	1,506 03	9.73	Needs slight repairs.
184	1	" "	Nov. 1853	.....	10,864	2,355 85	21.68	Has been thoroughly repaired.
185	1	" "	Nov. 1853	.....	12,535	1,415 56	11.29	In good order.

F- Continued.

No. of Engine.	Class.	Builder's Names.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. Miles run.	Cost of Material and Workmans' p.	Average Cost per Mile run.	REMARKS.
186	1	Ross Winans.....	Nov. 1853	.....	.....	19,126	2,248 84	11.75	In good order.
187	1	"	Nov. 1853	.....	.....	8,434	855 38	10.14	"
188	2	"	Dec. 1853	.....	.....	6,374	4,303 22	.....	In proc. of construction.*
189	1	"	Dec. 1853	.....	.....	11,511	1,322 55	11.48	In good order.
190	1	"	Dec. 1853	.....	.....	8,674	876 29	10.10	"
191	1	"	Dec. 1853	.....	.....	10,746	2,902 34	27.00	Has been thoroughly repaired.
192	1	"	Jan. 1854	.....	.....	6,850	711 72	10.39	In good condition.
193	1	"	Jan. 1854	.....	.....	12,287	1,703 63	13.86	Undergoing repairs.
194	1	"	Jan. 1854	.....	.....	16,384	1,690 47	10.31	In good condition.
195	1	"	Jan. 1854	.....	.....	12,300	2,510 00	20.40	Has had thorough repairs.
196	1	"	Feb. 1854	.....	.....	15,231	1,856 13	12.18	In good order.
197	1	"	Feb. 1854	.....	.....	8,163	969 35	11.87	"
198	1	B. & O. R. R. Co.	Dec. 1854	19,905	.....	19,905	2,266 28	11.38	Has had thorough repair! damaged by acci- [dent.
199	1	Denmead & Sons...	Nov. 1853	.....	.....	21,182	935 94	4.41	In good order.
200	2	R. Norris & Son...	Dec. 1853	29,078	.....	29,078	4,678 85	16.09	Has been thoroughly repaired.
201	2	"	Jan. 1854	29,926	.....	29,926	1,294 18	4.32	Undergoing repairs.
202	1	Denmead & Sons...	Jan. 1854	7,143	14,207	21,350	898 44	4.20	In good condition.
203	1	B. & O. R. R. Co.	Jan. 1854	17,941	7,694	25,635	1,838 56	7.17	Now being repaired.
204	1	Denmead & Sons...	Mar. 1854	7,634	12,891	20,525	2,133 08	10.39	Has had heavy repairs.
205	1	"	April, 1854	4,528	11,062	15,590	1,689 04	10.83	In good order.
206	1	B. & O. R. R. Co.	June, 1854	23,678	.....	33,678	1,539 35	6.50	"
207	1	Murray & Hazleth...	July, 1854	17,689	.....	17,689	874 70	4.94	Undergoing repairs.
208	2	"	Nov. 1854	25,189	.....	25,189	2,445 83	9.71	Has been thoroughly repaired.
209	1	Denmead & Sons...	Nov. 1856	.....	.....	27,725	2,725 96	9.83	"
210	1	Ross Winans.....	Feb. 1857	.....	.....	19,020	2,134 91	11.22	"
211	1	"	Feb. 1857	.....	.....	19,378	2,181 71	11.25	"
212	1	"	Feb. 1857	.....	.....	22,484	1,635 43	7.27	In good order.
213	1	"	Feb. 1857	.....	.....	18,794	1,856 22	9.87	"

* To take the place of the original engine, which was destroyed by the explosion of its boiler in February, 1853.

214	1	Ross Winans.....	Feb.	1857	.....	20,454	1,465	73	7.16	In good order.
215	1	"	Feb.	1857	.....	21,145	1,873	09	8.85	"
216	1	"	Feb.	1857	.....	19,927	2,244	33	11.26	Has had heavy repairs.
217	1	"	Feb.	1857	.....	15,859	1,912	07	12.05	In fair order.
218	1	"	Feb.	1857	.....	21,514	2,056	04	9.55	"
219	1	"	Feb.	1857	.....	20,776	2,350	19	11.31	Has had new furnace sides.
220	2	Denmead & Sons...	Mar.	1857	.....	35,247	1,596	24	4.52	Now being repaired.
221	2	"	Mar.	1857	.....	23,448	1,562	76	6.66	In good condition,
222	1	"	April, 1857	.....	.....	12,582	1,522	63	12.10	"
223	1	"	April, 1857	.....	.....	23,288	1,270	23	5.45	"
224	1	"	July, 1857	.....	.....	13,242	2,047	50	15.46	Has rec'd heavy repairs; damaged by accid't.
225	1	"	Aug. 1857	.....	.....	17,516	1,528	04	8.72	In good order.
226	1	"	Sept. 1857	.....	.....	16,562	2,536	50	15.31	Now being repaired.
227	1	"	Dec. 1857	.....	.....	29,208	977	01	3.34	"
228	1	"	Dec. 1857	.....	.....	17,499	1,991	92	11.38	Damaged by accident.
229	1	B. & O. R. R. Co.,	Sept. 1857	.....	15,770	20,450	765	47	3.74	In good order.
230	1	"	Sept. 1857	.....	.....	23,900	1,350	29	5.64	Needs slight repairs.
231	2	W. Mason & Co.....	Aug. 1857	.....	.....	34,618	1,279	89	3.69	In good order.
232	2	"	Aug. 1847	.....	.....	35,354	1,406	31	3.97	"
233	2	"	Aug. 1857	.....	.....	33,604	1,369	21	4.07	"
284	2	"	Aug. 1857	.....	.....	28,666	2,582	37	9.00	Has had new furnace; damaged by accident.
235	2	"	Aug. 1857	.....	.....	37,176	1,236	12	3.32	In good order.
236	2	"	Aug. 1857	.....	.....	36,682	1,353	62	3.69	"





